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TIME-TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 „ „ 9.30 „ „ 10 „
9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SATURDAY
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m. and 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 „ „ 11.00 „ „ 10 „
11.30 „ 12.00 noon „ 15 „
12.00 noon „ 1.00 p.m. „ 10 „
1.00 p.m. „ 4.00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „
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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 16TH, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station		No. 1a Local	No. 1b Local	No. 3 Local	No. 11 Local	No. 5 Through Express	No. 13 Local	No. 15 Local	No. 7 Through Express	No. 9 Local	No. 17 Local	No. 19 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau)	dep.					9.00			8.15			2.30
SHEK LUNG	dep.					9.19			11.48			4.50
Shum Chun	dep.	Sundays only	7.33	8.06	10.57	11.13	11.40	3.55	4.36	5.13	.05	6.49
Sheungshui	dep.		7.53	8.13	10.44	—	11.47	3.04	4.46	5.19	5.13	—
Fanling	dep.		7.58	8.18	10.49	—	11.51	3.10	4.49	5.23	5.17	—
Taipo Market	dep.		7.43	8.29	10.54	—	12.07	3.21	5.01	5.33	5.27	—
Taipo	dep.		7.47	8.34	11.03	—	12.07	3.25	5.03	5.37	5.31	—
Shatin	dep.		8.00	8.47	11.16	—	12.21	3.40	5.33	5.50	5.44	—
Yaumati	dep.	7.27	8.14	8.59	11.29	—	12.34	3.53	5.37	6.03	5.56	—
KOWLOON	arr.	7.33	8.22	9.07	11.36	11.48	12.43	4.01	5.45	6.10	7.06	7.33

UP TRAINS

Stations		No. 2 Local	No. 1a Local	*No. 4 Through Express	No. 6 Through Slow	No. 14 Local	No. 20 Joint Sectional	No. 12 Local	*No. 16 Thro. Expr.	No. 18 Local	No. 24 Local	No. 26 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	—	6.35	6.51	7.55	8.58	10.15	11.45	1.06	2.45	4.15	5.15	6.45
KOWLOON	dep.	6.41	7.05	8.07	9.18	10.28	12.00	1.18	3.00	4.34	5.27	7.00
Yaumati	dep.	6.41	7.13	—	9.25	10.28	12.00	1.27	—	4.43	5.27	7.30
Shatin	dep.	7.03		—	9.58	10.50	12.21	1.39	—	4.58	5.53	7.37
Taipo	dep.	7.17		—	10.13	11.03	12.34	1.53	—	5.03	6.03	7.44
Taipo Market	dep.	7.22		—	10.17	11.08	12.38	1.56	—	5.13	6.07	7.49
Fanling	dep.	7.33		—	10.28	11.19	12.48	2.06	—	5.23	6.17	7.55
Sheungshui	dep.	7.38		—	10.15	11.23	12.52	2.10	—	5.27	6.21	8.03
Shum Chun	arr.	7.46		8.40	10.19	11.29	12.58	2.16		5.33	6.27	8.09
SHEK LUNG	arr.	—		—		—	—	—	—	—	—	—
CANTON (Tai Sha Tau)	arr.	—		12.10	4.44	—	—	—	5.45	—	—	—

* Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.2.	Shataukok...dep.	6.30	10.15	1.05	5.00
Shataukok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Thos. Cook & Son, Hongkong, or from The American Express Company, Hongkong.

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Miyanoshita:—Fujiya Hote
Nagasaki:—Japan Hotel
Nagoya:—Nagoya Hotel
Nara:—Nara Hotel
Nikko:—Kanaya Hotel, Nikko Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-yo Hotel
Shizuoka:—Daitokwan Hotel
Tokyo:—Imperial Hotel, Tokyo Station Hotel, Tsuiji Seiyoken Hotel
Yokohama:—Grand Hotel

IN TAIWAN (FORMOSA)
Taihoku:—Taiwan Railway Hotel

IN CHOSEN
Keijo Seoul):—Chosen Hotel
Fusan:—Fusan Station Hotel
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Ryojun (Port Arthur):—Yamato Hotel
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THE FUNERAL OF ADMIRAL DUMARESQ AT MANILA.

AMERICAN TRIBUTE TO A BRITISH OFFICER.

The *Manila Times* of July 24th contains the following account of the funeral of the late Admiral John Saumere Dumaresq, Commander of the Australian Fleet, who contracted pneumonia while on a voyage to England, *viâ* Manila, and succumbed on July 22nd after being for more than two months in the Sternberg General Hospital:—

No American soldier, answering his last roll call, or American sailor, ending his final watch in the Philippine Islands, has ever been buried with greater honours or impressive services than those arranged for the late Admiral Dumaresq, the British naval officer who died at the Sternberg General Hospital, Saturday, after a two-month fight for life that was so plucky thousands of people in Manila who had never even seen him, took a deep interest and hoped and prayed for his recovery.

The body of Admiral Dumaresq was escorted to its last resting place in the British Cemetery at San Pedro Macati by an entire regiment of United States troops, the 45th Infantry of Fort William McKinley.

Governor-General Wood arrived from Baguio early enough this afternoon to attend the services at the Episcopal Cathedral, while an admiral of the United States navy and a major-general of the United States army were among the honorary pallbearers. Eight enlisted men of the United States navy, under Capt. W. M. Crose, Commandant of the Cavite Navy Yard, were the active pallbearers.

Shortly before noon to-day officials of the Governor-General's office telephoned and ordered all flags on Government buildings half-masted.

General Wright, Commanding the Philippine Department, now in China, when informed of the death of Admiral Dumaresq, notified Department headquarters that every assistance would be offered those in charge of funeral arrangements and that nothing would be spared to this end.

Through lack of sufficient naval personnel in the Philippines at the present time the army was requested to do the last honours.

The 45th Regiment of the United States Infantry of Fort McKinley commanded by Colonel T. R. Harker was selected to act as escort. This regiment was brought from Fort McKinley to Manila and made a fine showing during the services.

This regiment has participated in numerous ceremonies during the past few months, including Governor-General Wood's Inaugural Parade, an inspection by General Tanaka, formerly Minister of War of Japan, and a parade for Lieut.-General Fitspatrick of the British army.

The rest of the escort of honour was made up of one company of United States marines and one battalion of the 14th Engineers.

The honorary pallbearers included Admiral George Barger, U.S.N., Capt. W. M. Crose, U.S.N., Commander W. B. Izard, U.S.N., Major-General Omar Bundy, U.S.A., Colonel C. D. Rhodes, U.S.A., chief of staff, representing Major-General Wright, Commander of the Philippine Department and Colonel J. T. Dearn, U.S.A., adjutant-general.

Among the features of the funeral services was the presence of a large number of British ex-service men, both army and navy.

Among the mourners who rode from the church to the cemetery were Governor Wood and members of his staff, Thomas Harrington, British Consul-General, 16 navy officers, 16 army officers, former British service men and other members of the British community.

After the services, conducted by the Rev. Ireland H. Tracy, the body of Admiral Dumaresq was placed on a caisson at the main entrance of the Cathedral, the troops and marines, who had been standing in line of masses on Calle Florida, coming to a smart present arms. A salute of 13 guns was fired as the body was being conveyed from the church to the cemetery.

At the gate of the cemetery the band and company of marines formed in line, the troops presenting arms. Two rifles were sounded by the field music which then played the "General's March." Three musketry volleys were fired by the marines after the coffin was lowered into the grave. A salute of 13 guns was fired by ordnance placed outside the wall of the cemetery and then "Taps" were sounded for Admiral John Saumarez Dumaresq, "The Soldier."

The Rev. Ireland H. Tracy delivered an eloquent address at the funeral service, concluding with the words: "He died at the summit of his manhood, and of his service to his country, and save for those more dear than life, who he had to leave behind, with not a cloud in the sky. He has his reward in the gratitude of a nation he helped to save in the hour of desperate need. And as he is laid to rest in this distant land, far removed from home and kindred ties, may we think of his home here in these Islands of the Pacific in the words of one who, for England's sake, lies buried in the Aegean Islands:—

If I should die, think only this of me:
That there's some corner of a foreign field
That is forever England. There shall be
In that rich earth a richer dust concealed;
A dust whom England bore, shaped, made aware,
Gave, once, her flowers to love, her ways to roam,
A body of England's, breathing English air,
Washed by the rivers, blest by suns of home.

(Continued at foot of next column.)

AMERICA'S MILITARY FORCES IN THE EAST.

REDUCED BY ONE-HALF.

The War Department, says the *Manila Times*, has decided to reduce the forces in the Philippines one-half, all forces in the islands and China not to number more than 9,500 troops—of which 3,500 will be compared to the present strength of about 18,000. It seems imminent that the Philippine garrison will become only a police force as was formerly predicted.

The 1923 army bill has sealed the fate of the military in the Philippines, nothing having been put into it providing for the construction of additional defenses. The naval treaty has also worked against improving the naval situation.

The last *Army and Navy Journal* says the following:—

"The War Department has concluded some important plans in regard to the army in the Philippines. It has been concluded practically to abandon the plans for adequate defense in that quarter.

"The war plans division of the general staff has concluded that such a defense would involve maintaining on the island of Luzon a garrison of approximately 100,000 men generously provided with aircraft and supplemented by a considerable force of submarines. In addition to the expense involved in providing such a defense, there has now been created, in Article XIX. of the naval treaty, an absolute prohibition against any future increase in the Philippines of existing naval facilities for the repair and maintenance of naval forces or in the existing coast defenses.

"The mission of the garrison will, therefore, probably resolve itself into one of maintaining order. The authorized peace garrison has been about 15,000 officers and men, which number includes about 8,000 Philippine Scouts. It is the present plan to reduce the peace garrison to about 9,500, only 3,500 of which will be white troops. The above figures include the troops now in China.

"There is no item in the budget for 1923 for new construction in the defenses of the Philippine Islands.

"There has been some talk in Congress of the withdrawal of the troops from China, but this will not be done if the administration has anything to do with the situation. Indeed, the Secretary of State has been quite insistent that this force shall remain in that country to discharge treaty obligations imposed on the United States."

RETURN OF THE GERMANS.

According to the latest information, says the *Times of Ceylon*, the N.D.L., which has already resumed its activity to the Far East, intends to resume its passenger traffic on this route before the end of the year. A large passenger and freight steamer of 9,000 tons gross, which will be named the *Weser*, is at present being built for the company on the Weser Werft, Bremen. She will probably be completed in October this year, and is to start on her first voyage to the Far East on November 11th (Armistice Day). The steamer will have accommodation for 70 cabin passengers and 30 third class passengers. The *Weser* will call at Colombo probably early in December and it is not unlikely that she will convey a few Germans for Colombo.

And think, this heart, all evil shed away,
A pulse in the eternal mind, no less
Gives somewhere back the thoughts by England given;
Her sights and sounds; dreams happy as her day;
And laughter, learnt of friends; and gentleness,
In hearts at peace, under an English heaven.

The list of those giving floral contributions for the funeral of Rear-Admiral Dumaresq are: Agatha, Reginald and May Dumaresq; Mrs. H. W. Dumaresq, mother; Mrs. Christian Dumaresq, wife; Lieut.-Col. Sir Mathew Nathan, Governor of Queensland; the Governor of the Commonwealth of Australia; Thomas Harrington and the British consular staff; the Navy Board of Australia; the Royal Australian Navy; the Royal Navy; Admiral Viscount Jellicoe of the British Navy; Governor-General Wood; Captain William M. Crose, Commander of the 16th U.S. Naval District; British ex-service men; United States army, Philippine department; Mrs. L. H. Tracy; Mr. and Mrs. C. H. Lee; Samuel Murray; Hongkong and Shanghai Bank; Lloyd's Register of Shipping; Smith, Bell & Co.; manager and staff of Warner Barnes & Co., Ltd.; Wise & Co.; and W. F. Stevenson & Co., Ltd.

Admiral Dumaresq served during the World War from 1914 to 1917 previous to his assignment to the Australian Fleet. His tour of duty in Australia was completed, but a short time ago. He entered the Navy in 1886, receiving his first commission nearly ten years later. In 1904 he became a commander, and by 1910 had risen to a captaincy. His other promotions came during the World War or afterwards. He was married in 1907 and is survived by his mother, three children and his widow, formerly Christian Elizabeth Louisa Dalrymple, whose father was the Right Honourable Sir Charles Dalrymple, 1st Bart. His home was at Monckton Croft, Alverstoke, Hants, England.

A MESSAGE FROM ADMIRAL DUFF.

Major-General Wright has been wired an expression of the appreciation of the British Admiralty through Admiral Duff of the British Asiatic Fleet for courtesies of the United States army in tendering condolences at the death of Rear-Admiral Dumaresq.

The telegram sent by the chief of staff in Major-General Wright's named stated that the gallant fight of the naval officer had won the admiration of the entire Philippine department of the American army.

JUDGE LOBINGIER'S RETURN TO SHANGHAI.

Many friends will be glad to welcome back Judge Lobingier and to congratulate him on the successful ending of his long stay at home, remarks the *N.-C. Daily News*, which goes on to say:—President Harding deserves warm commendation for the clear cut and decisive manner in which he has disposed of the attack on the United States Court officials. The charges are "dismissed" after "a full investigation" because they have been "determined to be unfounded." There is nothing unequivocal or obscure in this pronouncement. As the President says, the order disposes of the charges, wipes off the slate completely and leaves nothing further to be said about them. The result was expected but a half-hearted announcement of it would have been unfortunate. By leaving no doubt as to his conclusions the President has settled the matter for all time and in a way which will be accepted by all right-minded people, whether Americans or not. Mr. Harding is, we believe, the first President to take seriously his official responsibility to the Court. His predecessors have left it entirely to the State Department and to that lapse of duty most of the Court's troubles have been due. For it is whispered that the State Department is not interested in Courts and has no facilities for handling them. Its personnel includes no real lawyers and the affairs of the Court have too often been neglected entirely or left to minor law clerks who have had no practical experience in any Court. But in this instance the President has "invited the fullest co-operation of the Department of Justice." This, and the fact that he has filed "the record of the conclusion" with that Department, indicates a change of policy. For the President need only continue to act as he has in this instance to effect such a change. There is no law or executive order which connects the Court in any way with the State Department. Altogether the President's order is a statesmanlike document whose significance becomes more apparent the oftener it is read. It terminates an episode which should never have been precipitated but which, in the way he has handled it, may produce lasting good.

COSTLY HARBOUR PROJECT FOR TOKYO.

A THIRTY-FIVE MILLION POUNDS SCHEME.

The Japanese Government has under consideration a big harbour scheme for Tokyo, involving an expenditure estimated at 350 million yen (roughly £35,000,000) the work to extend over a period of twenty years. It is stated that the scheme will provide Tokyo with a harbour six times as large as that of Yokohama and four times as large as the harbour at Kobe. Strong opposition to the scheme is being offered from Yokohama and the Governor of the Prefecture has stated the grounds of opposition before a special committee of the Home Office appointed to consider the scheme. The enormous cost of the scheme appears to be the main ground of opposition and it is suggested that a canal from Kanagawa to Shinagawa would make the construction of such a harbour unnecessary.

SPORT.

WATER POLO.

LUSITANO RECREATION CLUB v. V.A.C.

The following will represent the United Athletic Club in the above League Fixture to-day against the V.R.C. at 5.15 p.m.:—S. Garrod, G. R. Razavet, K. A. Mason; J. Leonard; A. A. Botelho, D. Laing and C. Logan.

GOLF.

Mrs. Armstrong qualified for the Captain's Cup for July, with a nett score of 81, over the Deep Water Bay course.

"SIX-SHOOTER ANDY."

At the World Theatre to-day William Fox presents Tom Mix in the story of how Andy Crawford cleaned-up the wickedest Mining Camp in All the West and won the Sheriff's Badge. The marshal, instead of preventing crime, was at the head of the outlaws himself. Andy Crawford expected a few killings, but when his father was murdered he "got" the man who did it, even if he was a sheriff's deputy. Then he went after the man higher up and added him to the list, finally cleaning-up the camp. Incidentally, he won his life's partner.

IF YOU REQUIRE GLASSES

You need them now. To postpone the wearing of glasses because of groundless prejudice, is to take risk with your eyes. To begin to care for your eyes to-day is better than to-morrow. One eye, if not both, may be slightly defective, and defects can only grow worse if the eyes are left to grapple with them unaided. Come and get the benefit of our Scientific method of Sight Testing and modern equipment. Let us give you an accurate knowledge of the condition of your eyes.

CHINESE OPTICAL CO.,
67, Queen's Road, C.
1297]

CORRESPONDENCE.

THE BOXER INDEMNITY AND DEPORTATION ORDINANCE.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I repeat, that extraordinary situations call for extraordinary measures. England found herself in an *extraordinary situation* when matched in a life and death struggle with Germany. And I repeat again that only a dizzard would suggest that she lacked "a proper sense of self-respect" in appealing to America for assistance.

I ask you to apply that view to China in her present *extraordinary situation*. She, too, is in a real life and death struggle brought about by the break-up of the old Confucian state-system under Western hammering and influence. The struggle will go on until a new generation of rulers and workers are in control. To be fit, some of these new rulers and workers must be educated in the schools and factories of Greater Europe. That is why China is seeking British co-operation in the education of her youth.

I hope the point of similarity, which you failed to grasp from my first letter, is now clear to you. I might emphasise it by showing that you are not quite accurate in describing the struggle with Germany as a "common danger" to Great Britain and America. But, I see, the war-mood still broods here. I forbear.

I have to insist that the Boxer Indemnity is the one and only international obligation of a punitive character in existence to-day. Even if it be admitted, for argument sake, that the British share of it was not assessed in the sense of Kruger's formula, I have to point out that the whole cost of the British *war-operations* was included. That fact invests the British portion of the Indemnity with a punitive instead of a *reparation* character. Note the distinction. It is vital here as it was when the Treaty of Versailles was concluded. America then resisted the inclusion in Germany's obligation of any part of the cost of the *Allied war-operations* on the ground that the Treaty was not to be a *punitive* transaction.

You suggest that "Mr. Eugene Chen himself evidently does not believe that an expression of his own views will entail his deportation." I am not so sure of that if I were not leaving Hongkong this afternoon on the instructions of President Sun. I have reason to believe that my name is on the list of possible deportees; and as a matter of fact a detective inspector attached to the Secretariat for Chinese Affairs has paid me a visit and subjected me to an interrogatory which could not have taken place in any other part of the British Empire where Englishmen still cherish the things that have made the name of England a power and an inspiration in the cause of justice and of liberty.

I will tell you something more. At my request, the Hon. E. R. Hallifax, O.B.E., Secretary for Chinese Affairs, granted me an interview last Wednesday, July 26th, from 10 to 11.30 a.m. In the course of it, I asked him whether I would be qualifying for deportation if I took an active part in the discussion of issues raised in the foreign press here regarding President Sun Yat-sen. I referred specifically to the ignorant and obscene attacks on the President appearing almost daily in the columns of an evening paper. Mr. Hallifax replied guardedly. I gathered the impression that I would not be regarded as performing any useful purpose if I tried to contribute something to instruct public opinion here regarding the Canton situation.

I do not doubt that the Hongkong Authorities wish to enforce the Deportation Ordinance fairly and impartially. But the whole system is wrong and, if Englishmen are jealous of the purity of the administration of British justice in this Crown Colony, the system ought to go. When people come east of Suez, there is apt to be such an insensible lowering of "Home" standards that human fallibility in the administration of justice should be guarded against by the great discipline of publicity.—Yours, etc.,

EUGENE CHEN.

Hongkong, July 31st, 1922.

DEPORTATIONS FROM THE PHILIPPINES.

As an undesirable alien, Tan Put Chi, supposed to be the head of a group of Manila Chinese associated with the Chinese democratic party and other societies, has been ordered deported by Governor-General Wood following a hearing given him by City Fiscal Revilla, who investigated the case.

The police are now looking for Tan to deport him to China on the first available transportation.

Three other aliens who have been serving terms in Bilibid are also going to be deported on the first boat which leaves the islands for the China coast or India, they having been pardoned by the Governor-General on condition that they shall never return to the islands.

These aliens are Chaharan Vichidas, formerly a British-Hindu Escolta merchant, Ang Pe and Tan Tong, the last one being sentenced to life imprisonment for robbery with murder. Tan Tong is being brought to Manila from Iwahig Penal Colony.—*Manila Times.*

A later issue of the paper states:—Governor-General Wood announced this morning that he will start a drive throughout the islands for the purpose of ridding the country of all undesirable aliens.

A COLLISION NEAR REPULSE BAY.

GENERAL OFFICER COMMANDING SUCCESSFULLY DEFENDS AN ACTION.

THE WEIGHT OF EVIDENCE.

Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., General Officer Commanding the Troops in China, was the defendant in an action brought in the Summary Court before the acting Puisne Judge (Mr. J. R. Wood), yesterday morning by Mr. U. Sze Wing. Mr. U. Sze Wing claimed $600 damages from the General for the alleged negligence of the latter's chauffeur and the General counter-claimed $127 for the alleged negligence of the plaintiff's chauffeur.

The Acting G.O.C., Lieut.-Col. W. N. Nicholson, defended the action, his case being conducted by Mr. H. C. Macnamara (of Messrs. Deacon, Looker, Deacon & Harston.)

Mr. C. A. S. Russ, who represented the plaintiff, said that Mr. U. Sze Wing owned a seven-seater Buick in which he was riding along the road to Deep Water Bay with his family on May 31st. When rounding a corner near Aberdeen his car collided with defendant's car and was much damaged. It was dashed against a cliff and several witnesses would be called to say that it was the fault of the defendant's driver in coming along the middle of the road instead of keeping to the left. Negligence was alleged against the defendant in respect of excessive speed, failure to sound his horn, failure to get out of the way of plaintiff's car, and driving on the wrong side of the road.

In reply, the defendant alleged negligence against the plaintiff in respect of excessive speed and being on the wrong side of the road.

Mr. Russ put in a plan and photographs showing the scene of the accident. Plaintiff's driver declared that he sounded his horn and turned the corner, keeping well on the left-hand side of the road. Defendant's driver, coming up the hill in the middle of the road, without sounding his horn, collided in such a manner that plaintiff's car was dashed against the cliff and was also damaged by being struck on the right side. The road was about sixteen feet across, Mr. Russ explained, and if the cars had both been on their proper side there would have been four or five feet to spare.

Plaintiff, in the witness box, said he was the owner of car No. 342, a seven seater Buick. On May 31st, about 7 o'clock, he was driving to Deep Water Bay. There were eight people, mostly ladies and children, in the car besides the chauffeur. When they were about to turn the corner the car was going between eight and ten miles an hour. The horn was sounded twice, but they heard no reply. They went as close to the left as possible turning the corner. When witness first saw defendant's car they were about twenty yards away. Defendant's car was coming from Deep Water Bay, going very fast. The cars collided. The part of witness's car to be struck first was the right front wheel.

The chauffeur of the plaintiff's car estimated his speed at between seven and eight miles an hour. The collision, in his opinion, was due to defendant's car going at excessive speed and being on the wrong side of the road.

Mr. A. H. Rowe, general manager of the United Motorcar Co., gave particulars of damage and technical evidence with regard to the position in which he found the car after the accident.

THE DEFENCE.

Mr. Macnamara intimated that he would not open the case for the defence but let it emerge from the evidence. He called—

Mr. A. H. Hollingsworth, the Assistant Director of Public Works, who said he happened to come on the scene in another car just after the accident. The incoming car (which he afterwards learned was the defendant's) was very nearly as far as it was possible for a car to be on the left side of the road. The offside mudguard was buckled and the steering bar of the offside wheel was bent up against the front offside spring, practically making steering impossible.

On the outgoing car, the rear wheels were, as near as possible in the centre of the road. The position of the car body was slightly dingonal and the near front wheel was in contact with the rocky cliff. The road was thus blocked entirely by the two cars, and as soon as a sufficient number of people had accumulated, from cars held up by the collision, witness got eight or ten of them to help to lift the rear part of the outward bound car to the side of the road.

In reply to the Judge, the witness said the incoming car (the defendant's) was clearly on the proper side of the road; all four wheels were in the same track, well to the left side.

Mr. Russ: Then can you account for its striking the plaintiff's car?

The witness: No, but I can account for exactly the opposite,—the plaintiff's car striking the defendant's car;—the plaintiff's car was in the centre of the road, that's clear.

Are you not prejudiced against the plaintiff?—Not an atom. I have never seen him or his car.

It seems to me you came up after the accident and decided your version on the position of the cars!—I did, certainly.

You assumed that the plaintiff's car had never been moved after the accident?—Well, it could not be moved without manual labour and there were not enough people there, at first, to move it. The ten I mentioned came from the cars that accumulated.

The witness explained on the plan of the scene put in, the positions of the cars and said he thought the plaintiff's chauffeur must have lost his head after the collision and swerved into the cliff face. The steering gear of the defendant's car was damaged by the impact in such a way that if it continued to move forward it must have gone to the right. The fact that its wheels were still true to a straight course indicated that the car must have been practically stationary at the time of the impact.

Mr. Russ asked Mr. Hollingsworth further about this and the witness retorted, "Do you know anything about the steering gear of a car?" Mr. Russ confessed complete ignorance of the subject. "Then it is rather difficult to explain it to you" replied the witness. Nevertheless, he gave a good and concise description of the mechanism, and showed that the damage received must give the steering a bias to the right.

Mr. F. S. Harrison, manager of the South British Insurance Company, said he believed he was the first to arrive on the scene, from the Deep Water Bay side, after the accident. The plaintiff's car was not moved; there were not sufficient people at first to do so. There was only a foot, at most, between defendant's car and the left wall and its front and rear wheels were following the same track. Mr. Harrison's account of the position of the cars agreed with Mr. Hollingsworth's.

Lieut.-Col. W. N. Nicholson, C.M.G., D.S.O., said that on May 31st he was travelling in car No. 602.

Mr. Macnamara: You had assumed the duties of G.O.C. and took over the car?

Col. Nicholson: No, I did not take over the car: it is Sir John Fowler's private car: I had the loan of it.

"I should like to emphasize, in the first place," continued the defendant, "that this is a dangerous corner; in fact, there are two corners joined by a very narrow road about 16 feet wide. It necessitates going very slowly. My car had passed the first corner and we were going at 8 to 10 miles an hour. I saw the car coming from the other direction; it was going very fast and it swerved out just as it took the corner; the off wheel touched some sand heaped on the other side of the road, I remember.

"I thought they were quite sure to hit us and that an accident could not be avoided." The two cars touched each other and afterwards their car swerved and hit the wall; my car went one, or perhaps two or three, yards after the collision."

Mr. Russ: In half the car's length, the plaintiff's car swung right off to the side of the road?

Col. Nicholson: It shows, perhaps, how fast he must have been going. It is a very narrow road.

Mr. Russ: But to get to an angle of 40 degrees to the cliff in such a short distance! Isn't it extraordinary?

Col. Nicholson: I quite agree that it was extraordinary and it shows the pace he was going.

You were apprehensive of an accident?—I always watch that road, with Chinese drivers and I always insist on going slowly there myself.

Were you expecting an accident?—I was absolutely certain there would be one.

Did you chauffeur expect one?—I do not know what was in his mind and I have not asked him since.

Why didn't you pull up?—We did as fast as we could.

Can you explain how it was the plaintiff's car stopped at the rock?—Because it could not get through.

Would it not slither along it?—Impossible.

If you motor always apprehending an accident life must be a nightmare?—It is.

Bombr. Baker, the driver of the defendant's car, also gave evidence.

The Judge called on Mr. Russ to sum up for the plaintiff without troubling Mr. Macnamara. Mr. Russ admitted that Mr. Hollysworth, particularly, had been a difficult witness for him to get over and judgment was entered for the defendant on the claim and for the plaintiff on the counterclaim,—in other words, the verdict went to the General Officer Commanding, on the weight of the evidence.

IS A FACTORY A DOMESTIC TENEMENT?

CHIEF JUSTICE DECIDES THAT IT IS NOT.

INTENTIONS OF THE RENTS ORDINANCE.

Judgment was given in the Supreme Court, yesterday, by the Chief Justice (Sir William Rees Davies) in the action in which the French Mission sued the Canton Nanyang Bros., under the Rents Ordinance.

By their claim plaintiffs sought to recover possession of portion of Inland lot No. 2147, on the ground that such premises do not come within the Rents Ordinance, 1921. Various subsidiary claims and a claim for damages were made.

The case involved the construction of the Rents Ordinance and at one phase of the case considerable stress was laid on the fact that in the building were nine beds. The plaintiffs contended that the presence of these beds could not bring the factory within the definition of a "domestic tenement."

Counsel in the case were Messrs. Eldon Potter and F. C. Jenkin (instructed by Mr. W. E. L. Shenton, Messrs. Deacon, Looker Deacon and Harston) for the plaintiffs and Mr. C. G. Alabaster, (instructed by Mr. W. B. Hind of Messrs. G. E. Hall, Brutten & Co.) for the defendants.

THE JUDGMENT.

Giving his judgment the Chief Justice said that the main issues were:—

(a) Whether, at the date of the issue of the writ, there was a specifically enforcible agreement between the parties to lease the premises or any portion thereof and if so at what rent, for what period and upon what conditions generally?

(b) Whether the premises came within the Rents Ordinance, 1921.

The defendants' case was, His Lordship proceeded to point out, that they claimed specific performance of the agreement for a new lease which was embodied in certain letters and which, in so far as the agreement for the further lease was concerned, was not affected by the Ordinance. But they said further that their premises "were used in part for human habitation" by workmen employed by them and that they were a domestic tenement within the meaning of the Rents Ordinance, 1921, which was passed after the agreement was entered into, and they claimed the benefits of that Ordinance.

In His Lordship's opinion the defendants were entitled to specific performance of the agreement. The question of their position under the Rents Ordinance was another matter. The agreement as embodied in the letters was clear and unambiguous and provided for the payment of a rent of $48,000 a year, which was a reduction from $50,000 upon the condition that the defendants paid the rates. The agreement was not affected by the Ordinance which regulated the amount recoverable in cases coming within the Ordinance. The plaintiffs as a fact did not, they stated in argument, contest the enforcement of the agreement, notwithstanding their letter repudiating it but they resisted the defendants' claim to come within the Rents Ordinance.

Discussing the construction of the Rents Ordinance and comparing it with the Home Act His Lordship said that a "domestic tenement" defined in the Ordinance to include every bed space, cubicle, room, portion of a floor, floor or building which is the subject of a separate letting and which is used wholly or in part for human habitation." It was admitted by both sides that it was customary for the Chinese population to use the ground floor of a building as a shop and the upper floor for living or domestic purposes. Mr. Bird had said in his evidence that this was the case with the great majority of Chinese houses.

"Then what," asked the Chief Justice, "is the construction to be placed on the words 'in part for human habitation' in the definition? The defendants maintain that those are the substantial words on which their position is based. They say that the definition comprises a bed space, a cubicle. A room, a portion of a floor, floor or building, and of which is the subject of a separate letting and which is used wholly or in part for human habitation. They contend that they come within the definition if there is a *bona fide* human habitation and that the sleeping accommodation provided for their employés brings them within the meaning of the definition. The plaintiffs on the other hand say that the words must be construed to apply to residential *houses or buildings, i.e., houses* or buildings which are substantially used as a residence."

"I think, therefore, that in considering the definition," the Chief Justice went on, "I have to ask myself whether in this emergency Ordinance passed to deal with an abnormal state of affairs because of a great shortage in housing accommodation in the Colony, the Legislature could have contemplated to bring within the purview of such an Ordinance godowns used for the purpose of a tobacco factory because some twenty employés of the Company slept in those cubicles or bed spaces on the godown premises? Is the occupier of such cubicles a user in part for human habitation,' within the meaning of the Ordinance? The answer to the question, in my opinion is in the negative."

(*Continued at foot of next column.*)

ASSASSINATION OF CANTON OFFICIAL.

MURDER CHARGE NOT TO BE PROCEEDED WITH.

Acting on instruction from the Captain Superintendent of Police, Sub-Inspector Pincott applied to Mr. Hamilton at the Magistracy yesterday morning for the discharge of Leung Hi, who was arrested some time ago in connection with the shooting affray in Ramsay Street, near the Harbour Office on Saturday night, July 15th, when Mr. Chen Tat Sang, Director of Public Roads in Canton, and a relative of General Chen Chiung Ming, was fatally wounded by a revolver shot. A Chinese lady who accompanied the unfortunate gentleman was slightly wounded by a stray bullet.

The defendant, who was suspected of being the murderer, was arrested and three charges were preferred against him: (1) shooting at the deceased official; and (2) shooting at an Indian constable; later, following upon the death of Chen Tat Sang, a charge of murder was preferred against him. Sub-Inspector Pincott, in explaining the reason for asking for his discharge, said that the principal witnesses for the prosecution were in the country and could not be brought down to Hongkong to give evidence.

The Magistrate concurred and the man was discharged.

Mr. G. R. Haywood appeared for the relatives of the deceased and Mr. A. E. Hall represented the defendant.

The assassination took place at a late hour on Saturday night, July 15th. Mr. Chen Tat Sang accompanied by a number of Chinese ladies and gentlemen, was proceeding past the Harbour Offices, when he was suddenly fired on from the crowd.

It appears a number of shots were fired, and it is not known whether more than one man was concerned in the actual shooting, though it seemed evident the attack was pre-arranged and carried out by an organised gang.

One of the bullets fired entered the unfortunate gentleman's back, passing out through the abdomen, but in spite of the excruciating pain which he must have been suffering, he managed to proceed to the Great Eastern Hotel.

A large crowd quickly collected, and, as is the way of crowds on these occasions, hampered the police in their efforts to bring the recreants to book. One Indian policeman evidently singled out the right man, for when pursued he turned on the constable and fired a number of shots. Unfortunately he escaped, but a suspect was arrested, who, was thought, to be the same man.

A Chinese lady, Mrs. Ho Sze, who accompanied Mr. Chen Tat Sang, was wounded in the foot by a stray bullet, but her injury was not serious.

Later the same night Mr. Chen Tat Sang's medical advisers ordered his removal to the Government Civil Hospital, where he expired about mid-day the following day.

After quoting Lord Selbourne on the interpretation of statutes His Lordship continued: "Once conceded then that the intention of the legislature was to protect the domestic user, as distinct from the business or trade user are not the words of the definition 'or in part for human habitation' sufficiently pliable to admit of another construction by which the intention of the legislature will be better effectuated by applying it to tenements, probably mainly Chinese, which are used in part as a shop and in part for domestic or living purposes? Such a construction, while not defeating the apparent intention of the Ordinance, would make provision for the dual class of tenement to which I have alluded."

"The words are not easy of construction and each case must be decided on the circumstances attaching to it and I am entitled to put myself in the position of the legislature at the time the Ordinance was passed in order to see what was the state of knowledge, what were the circumstances before the legislature and what it was the legislature was aiming at. I have already alluded to the general circumstances brought before the legislature and would not their state of knowledge require the considering of the combined dwelling and shop tenement which is spoken of in the evidence of Mr. Bird who says: 'The great majority of Chinese shops have a shop on the ground floor and the upper floor used for domestic purposes?'"

"In any event I am unable to accept the construction which Mr. Alabaster's able argument invites me to do. In the view which I take of the intention and scope of the Ordinance, to hold that a few employés sleeping on a godown premises give these premises the benefits of the Ordinance would, in my opinion, entirely defeat the aim at which the legislation was directed. The conclusion at which I have arrived on the point of construction disposes of the case and it is unnecessary to deal with the other issues."

Judgment was accordingly entered for the plaintiffs, the question of costs being, at the request of counsel, reserved for argument in Chambers.

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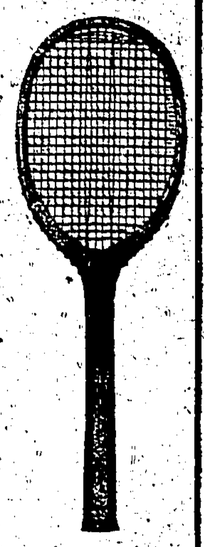

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The Special Self Recording Barometer AND The B.O.T. Pattern Marine Mercurial Barometer AT LANE, CRAWFORD, LTD., HONGKONG.

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GREAT CLEARANCE SALE OF GENTLEMEN'S BOOTS AND SHOES NOW ON.

We are offering all sizes in BLACK, BROWN and WHITE at greatly decreased Prices. They are worth from $3.75 to $21.75 per pair.

SALE PRICE: $4.75 TO $12.75.

ALSO BARGAINS IN SHIRTS, TIES, BELTS, UNDERWEAR, ETC., ETC., 20% OFF TRUNKS AND BAGS.

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NEW ADVERTISEMENTS

NOTICE.

WE have This Day authorised Mr. MARCUS THEODORE JOHNSON to Sign per Procuration for our Firm.
MACKINNON, MACKENZIE & CO.
Hongkong, 1st August, 1922. [1312

NOTICE.

WE beg to announce to our Customers that we offer the following Reductions on the bases of our Price-Lists of JULY, 1922, for a period of THREE WEEKS from 1st to 21st August:—
SMOKERS' REQUISITES ... 15 %
CIGARS, CIGARETTES & TOBACCOS ... ... 10 "
B.A.T.'S GOODS—PRICE MODERATE
CASH ONLY.
TABAQUERIA FILIPINA.
[1310 38, Queen's Road Central.

THE ROYAL HONGKONG GOLF CLUB.

HAPPY VALLEY.

THE COURSE will be CLOSED on TUESDAY and WEDNESDAY of THIS WEEK.
Intending competitors for the week-end Competitions are reminded that Tiffins must be ordered not later than 8 P.M. on AUGUST 3rd.
By Order,
PERCY SMITH, SETH & FLEMING,
Secretaries and Treasurers. [1311

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "THESEUS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 31st July.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th Aug., will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 31st August, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 31st July, 1922. [1309

PHOTOS

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Actresses, Beauties, Studies, Drawings. Great choice and variety. State wishes clearly and write to Mr. GENNERT, Cable Cuyas, Sarria, Barcelona, Spain.
[1303

HONGKONG HOTEL CO., LTD.

NOTICE.

ISSUE OF 17TH FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF $10, AT A PREMIUM OF $5 EACH. ($3 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a SECOND INSTALMENT on the above of $5 per share ($3 plus $2 premium per share) falls due on TUESDAY, the 15th August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong on or before that date.
THE REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, the 2ND to TUESDAY, the 15TH AUGUST, 1922 (both days inclusive) during which period no transfer of shares can be registered.
By Order of the Board of Directors,
A. V. WARD.
Acting Secretary.
Hongkong, 27th July, 1922. [1302

TO-NIGHT AT THE CORONET

HAROLD LLOYD
IN
NOW OR NEVER
HER UNWILLING HUSBAND.

KOWLOON THEATRE.
AT 9.15.
NEGLIGE DANCE.
TICKETS ... ... $.150.

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at Noon, for the purpose of considering and if thought fit approving the draft New Articles of Association of the Society which will be submitted to the Meeting.
A print of such new Articles and a print of the existing Articles may be seen at the Society's Registered Office at Nos. 3 and 4, Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—
"That the new Articles already approved "by the Meeting and for the purpose of "identification subscribed by the "Chairman thereof be and the same "are hereby adopted as the Articles "of the Society to the exclusion of "and in substitution for all the ex-"isting Articles thereof."
AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Society will be held at the Head Office of the Society, Nos. 3 and 4, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1922, at Noon, for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.
Dated this 8th day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE,
1212] General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at 12.10 P.M., for the Purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.
A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—
"That the new Articles already "approved by the Meeting and for the "purpose of identification subscribed "by the Chairman thereof be and the "same are hereby adopted as the "Articles of the Company in the "exclusion of and in substitution for "all the existing Articles thereof."
AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1922, at 12.10 P.M., for the purpose of receiving a Report of the proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.
Dated this 8th day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE,
1213] General Manager.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Head Office of the Company, Queen's Buildings, in the Colony of Hongkong, on FRIDAY, 18th day of August, 1922, at 12.15 P.M., for the purpose of considering and if thought fit approving the draft New Articles of Association of the Company which will be submitted to the Meeting.
A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office at Queen's Buildings aforesaid. Should the Meeting approve of such new Articles with or without modification the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—
"That the new Articles already "approved by the Meeting and for the "purpose of identification subscribed "by the Chairman thereof be and the "same are hereby adopted as the "Articles of the Company to the "exclusion of and in substitution for "all the existing Articles thereof."
AND NOTICE IS HEREBY GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Queen's Buildings aforesaid, on TUESDAY, the Fifth day of September, 1922, at 12.15 P.M., for the purpose of receiving a Report of the Proceedings at the above mentioned Meeting and of confirming if thought fit, as a Special Resolution, the above mentioned Resolution.
Dated this 8th day of July, 1922.
By Order of the Board,
C. MONTAGUE EDE,
1214] General Manager.

INTIMATIONS

NOTICE OF REMOVAL.

WE have from THIS DAY, Removed our Offices to 35, WYNDHAM STREET.
R. K. MODI.
Hongkong, 27th July, 1922. [1293

OFFICE ACCOMMODATION AVAILABLE
at
CONNAUGHT HOUSE.
(LATE THE ASTOR HOUSE HOTEL).

OVER 50 LARGE ROOMS To be Let for use as Offices, Chambers, Shops, etc., Immediately at Moderate Rents.
Apply for full particulars, rentals, term, &c., to MESSRS. HASTINGS & HASTINGS,
Solicitors, etc.,
1292] Des Voeux Road Central.

HONGKONG TRAMWAY CO., LTD.
(INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1922 has been declared.
The DIVIDEND will be payable on and after WEDNESDAY, the 23rd day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7½d. per Dollar.
By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 24th July, 1922. [1279

MRS. HAN INOKUCHI
TELEPHONE K 754.
No. 21, ASHLEY ROAD, KOWLOON.
Back of STAR THEATRE.
CERTIFICATED EXPERT MASSAGE (HAND AND ELECTRIC),
ALSO AT
PATIENT'S RESIDENCE BY ARRANGEMENT
[1197

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes QV, RF, RU, RW, TH.

PRINTING Establishment Executive seeks New Situation. 17 years' experience in Printing, Publishing, Stationery and Bookselling Business. Specialist in Paper, Printers' and Bookbinders' Machinery and Materials. Good Salesman and Advertisement Writer. Speaks Cantonese. Pelmanist. Total Abstainer. Age 38. A1 Reference. Address—"ENERGETIC," Box T.S., c/o *Daily Press* Office. [214

LOST.—A Small Brown Canadian POMERANIAN BITCH—Disappeared from No. 5, Leighton Hill on Sunday, 30th July, about 6 p.m. Information leading to recovery will be rewarded by E. BULLOCK, 5, Leighton Hill Quarters. [213

FOR SALE.—ESSEX CAR in First Class condition. Recently overhauled. Also share Private Garage with Telephone and Electric Light. Apply BEVINGTON, c/o BRADLEY & Co., LTD.

WANTED.—Competent BOOK-KEEPER required immediately for Tientsin. Applications should state age, nationality, salary required, give full particulars of previous experience, and be forwarded, with copies of testimonials, to Box No. T.R., c/o *Daily Press* Office.

MODERN BUNGALOW, Fully Furnished, at Cheung Chow, To be Let or Sold as from September 1st.—Write A.Z. office of this paper.

WANTED.—USED POSTAGE STAMPS of all kinds, Common or Rare; any amount, up to ten or a hundred thousand, or more. Good prices paid. Buying list free. Address: Orde Stamp Co., Box 723, Manila, Philippine Islands. [206

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply:
485] W. G. HUMPHREYS & Co

FOR SALE.

SMART 55-foot STEAM LAUNCH. Price—$7,000.
Apply Box No. 1273,
1273] c/o *Daily Press* Office.

THE METHOD OF MOUNTING spectacle glasses is of the greatest importance," writes Dr. C. Hartridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—ADVT. [603

INTIMATION

SEASONABLE SUMMER BEVERAGES.

WATSON'S
DRY GINER ALE
Its dryness and aroma are features which give this drink the popularity it deserves.

"PYERIS,"
SPARKLING MINERAL TABLE WATER
Healthful and refreshing. Blends excellently with Whisky.

WATSON'S
STONE GINGER BEER
Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"
Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS
TELEPHONE 436.

BIRTH.

ORMISTON.—At Shanghai, on July 25th, to Mr. and Mrs. E. R. ORMISTON, a daughter.

DEATH.

MERVYN.—At Shanghai, on July 25th, BERTHA, the beloved wife of AUDLEY MERVYN, aged 26 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 1ST, 1922.

THE NEW HOPE IN CHINA

THIS is the day appointed for the assembling of the Old Parliament in Peking. There has been a good deal of doubt as to whatever the necessary quorum will be obtained, and, according to the Chinese Press, the members have been tempted by bribes from both the Northern and the Southern parties—bribes to come to Peking to enable the Parliament to function, and bribes to keep away. The majority, however, have gone to Peking. Indeed, ten days ago, REUTER reported that 116 Senators and 309 members of the House of Representatives had reached Peking while 26 Senators had received travelling allowance at Shanghai and 15 at Hongkong. Thus a business majority was considered to be most probable on August 1st, although the three-fourths majority necessary to draft the Constitution did not then seem likely, but as the appointment of a permanent Cabinet is the first item on the agenda, it was expected that the Constitution question for the time being would be left in the hands of the drafting committee which has recently been going on with this work.

We do not know that there has been any material change in the position since that date, and the information at present available does not, unfortunately, warrant any confident belief that the Parliament will, at any early date, realise the high hopes entertained of its re-instatement. There does not seem to be among the members a unity of purpose which gives promise of a clear-cut policy and decisions that will carry the necessary weight of authority to command obedience in the country. There is a minority of irreconcilables in Shanghai and other Southern centres who are prepared to condemn whatever the majority in Peking do, and the majority in Peking appears itself to be divided into factions prepared to embark on a struggle for supremacy as soon as Parliament sits. The telegram we publish to-day which speaks of "the general uncertainty of the political situation in view of the impending opening of Parliament," and mentioning that Dr. W. W. YEN, the Prime Minister, wants to resign, does not present a very hopeful outlook. It has been no secret that the PRESIDENT has been desirous of getting Mr. TANG SHAO YI to take the post of Premier. Mr. TANG, as many of our readers know, has filled the position before in the Parliament which is now reinstated. He has since been a member of Dr. SUN YAT SEN'S Government in Canton, but retired in despair more than twelve months ago to his ancestral estates near Macao, where he has since been living the life of a country squire, and has expressed his determination, time and again, not to re-enter politics. Whether a practically unanimous appointment to the post by Parliament on the nomination of the PRESIDENT himself would induce him to change his mind remains to be seen, but it does not appear that he has yet given any encouragement whatever to the idea. However, one of the first things to which the Parliament is to devote its attention is the composition of the Cabinet and changes in the existing Cabinet, which has not been in office more than two months, appear inevitable. Mr. TUNG KANG, for instance, who has given great promise as Minister of Finance, has been bent on retiring since he was badly assaulted by a mob of dismissed officials of the Finance Department, and nobody seems anxious to fill the post which promises for the holder "more kicks then coppers" in any event. The time has now come when the Parliament has an opportunity of proving its worth, and it is sincerely to be hoped that it will rise to the occasion and initiate that constructive programmes of reform which it is the avowed object of the new régime in China to inaugurate, as a solid foundation for the reunification of the country and its progressive development.

The Canton Fire Association has just received a new fire engine ordered through a German firm.

An announcement of interest to golfers, respecting the Happy Valley Course, will be found among to-day's advertisements.

Lady Fraser and Miss Fraser, from Shanghai, passed through Hongkong on Sunday *en route* to London by the P. & O. steamer *Kashgar*.

The Manila Observatory yesterday afternoon reported a cyclone or typhoon E. of Luzon, more than 300 miles distant moving W. or W.N.W.

Mr. Seiichi Takahashi, Chief of the Second Section of the Foreign Office Treaty Bureau, at Tokyo, is designated as Consul-General in Hongkong.

The Kailan Mining Administration's mines output for the week ending July 15th amounted to 70,010 tons, and the sales during the period to 49,659 tons.

The *Canton Times* says:—"Owing to the great risk undertaken by News Reporters at the present time they have demanded protection from the Government."

The Kowloon Theatre's popular negligee dances are still going in full swing. Another one is to be held to-night. An extra battery of fans has now been installed.

According to a report published in Peking, the Tariff Revision Commission at present in session in Shanghai has found it exceedingly difficult to fix the new duty upon shark's fins and another meeting to deal with the subject will have to be held.

Some person or persons tried to force an entrance into the Dragon Motor Garage in Nathan Road, Kowloon, at 2 a.m. yesterday. Mrs. Ward, who lives over the garage, vigorously blew a police whistle and the burglars decamped. Former employés of the garage are suspected.

A number of black pigs, comprising a sow with a litter of four, and three porkers, are said to have been stolen from a pig sty at Ma Tau Wai on Sunday. The robbers pulled down the back wall of the sty and drove the pigs away. The peasant woman, who has reported the loss, values the herd at $70.

The Municipal Government of Canton consists of six departments namely Civil Police, Public Health, Public Works, Public Utility, Financial, and Education. Since the outbreak of the political dispute all the seals have been lost, says the *Canton Times*, with the exception of those belonging to the Public Health and Civil Police Departments.

An opium smoker committed suicide on Sunday by strangling himself with a piece of thin string in a timber yard in Bulkeley Street. The string was tied tightly round the man's neck, the ends being still rigidly held in his hands. The widow said her husband had been missing for several days. He had been out of work for some time and had become very depressed at not being able to buy opium.

Mr. Vincente Sotto—who, some years ago, figured prominently in the law courts of this Colony,—now represents Cebu in the Senate of the Philippine Islands. In that capacity he has just introduced a Bill embodying sweeping amendments of the law of libel. Mr. Sotto is the publisher of a weekly newspaper in Manila, and we read that "he has been accused of libel several times but acquitted it, except in four cases."

Two Chinese relatives named Wong were robbed on consecutive nights at No. 5, Fife Street, last week-end. On the Saturday morning, Wong Him Chung went to the nearest police station and reported the loss of $349 in clothing jewellery and money. On the Sunday morning, Wong Chung Wah reported at the same station the loss of $311. In this case the robbers are said to have forced an entrance by removing the bolt of the back door.

Owing to the gradual decline of the Provincial Bank Notes, our Canton contemporary says that the Hsien Magistrates of some of the districts, in their own interest, have collected the taxes partly in silver coins and only a certain percentage in Provincial Bank Notes. According to the standing regulations of the Province all taxes are to be paid in notes at the rate of 115 to a dollar. The taxpayers have therefore reported the matter to the Commissioner of Provincial Finance and requested that instructions be issued to the various collecting offices ordering them to strictly observe the regulations. It is reported that the request has been granted and the various Hsien Magistrates as well as the collecting offices are being instructed accordingly.

SALE OF CROWN LAND.

A sale of Crown land was held at the Public Works Department yesterday afternoon. Three lots of land were put up to auction, the first two being knocked down at the upset price and the third lot sold for nearly three times the upset price. The first lot, No. 213, situated in Lugard Road, was purchased at $1,400, by the Rev. W. T. Featherstone, of the Diocesan Boys' School. This lot has an area of approximately 10,000 square feet.
The second lot offered is situated in Severn Road and has an area of 8,000 square feet. Mr. A. R. Austin, architect in the services of Messrs. Butterfield & Swire, became the purchaser of the lot at $1,553.
The third lot offered,—a rural building plot on the Pukfulum Road, near the Dairy Farm, with an area of 25,220 square feet,—attracted several prospective purchasers and the bidding was brisk. The upset price was $2,882. At $4,000 the competition was limited to two Chinese gentlemen, who by bids ranging from $50 to $200 raised the price to $7,550, the purchaser being a representative of Tsang Kwong & Co. (Messrs. Chen Hung and Yu Chan) of No. 226, Des Vœux Road Central.

LAUNCH AT KOWLOON DOCKS.

Yesterday afternoon, at 3.30, a valuable addition to the fleet of the Union Water Boat Co., Ltd., was launched from the Kowloon Dock premises of the Hongkong and Whampoa Dock Co., Ltd.
The launching ceremony was gracefully performed by Miss Pamela Dodwell who christened the vessel *Tai Tsat* as she left the ways.
The Company afterwards adjourned to the office of the Chief Manager of the Dock Company where the usual toasts were honoured.
The following is a general description of the vessel.
The principal dimensions are length overall 110ft. 0in., breadth extreme 22ft. 2in. and depth moulded 10ft. 0in. The vessel is built of steel with large hold amidships for the carriage of 275 tons of fresh water divided fore and aft and athwartships by watertight bulkheads. The machinery is fitted aft and consists of one set of Compound Engines having cylinders 10in. and 20in. diameter with a stroke of 12in. and the boiler (fitted on deck) is 7ft. 0in. diameter by 8ft. 0in. long arranged for a working pressure of 150 lbs. per square inch. There are also General Service pump, feed pump, and "Tangye" Duplex Steam pump 7in. × 9in. × 8in. for discharging the fresh water into vessels in Hongkong Harbour.
This is the tenth waterboat constructed by the Dock Company.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN REPARATIONS PAYMENTS.

FRANCE INSISTS ON GERMANY MEETING OBLIGATIONS.

BERLIN, July 30th.

The French note, specifying terms indicated in Premier Poincare's reply, mentioned in a cable message dated July 28th, has been received. It gives Germany ten days in which to signify the future continuance of full payments, and states that alternatively certain fixed measures will automatically be applied.

The most serious view is taken of the communication in consequence of the imminence of the Allied Conference in London.

U.S. RAILWAY STRIKE.

THE END IN SIGHT.

CHICAGO, July 30th.

Quarters which are in close touch with the strike situation, assert that terms for a settlement of the railway strike have already been agreed on, through President Harding's efforts, and only require the final endorsement of the meetings of Railway Executives and the Strike Leaders at New York and Chicago respectively. The meetings will be held on August 1st.

AN ITALIAN SOCIALIST CABINET?

WILL NOT CO-OPERATE WITH EXTREME CONSERVATIVES.

ROME, July 30th.

The Cabinet crisis has produced an unprecedented political event. Signor Turati, the Socialist leader, was granted an audience by the King, after which the Socialists agreed to co-operate with the constitutional parties. They nevertheless declined to support a Cabinet in which the Fascisti and extreme right parties were represented; consequently, Signor Orlando, has abandoned his effort at Cabinet making.

FASCISTI SOCIALIST HOSTILITIES.

The Fascisti—Socialist conflict at Ravenna has been renewed. The Fascisti bombed and set fire to Byron Hall, which was occupied by the Co-Operative Societies. Subsequent street fighting resulted in one Fascisti being killed.

AMERICA'S COAL SHORTAGE.

CONSERVING SHIPPING SUPPLIES.

WASHINGTON, July 30th.

The Government has requested the Shipping Companies to provide bunkers only as far as the next port of call. It also requires Foreign ships to bunker abroad for the round trip.

EARLIER CABLES.

THE TURCO-GREEK DISPUTE.

ENCOURAGING TURKISH ATROCITIES.

ATHENS, July 30th.

A Greek Note to the Allies declares that by neutralising Constantinople the Allies are protecting instead of coercing Turkey and depriving Greece of the means of imposing peace, whilst a continuance of the present situation is encouraging the Turks to exterminate Christians. Greek occupation of Constantinople is the only means of bringing about peace. Greece has made arrangements for that purpose and begs the Allies to give the Army of Occupation the necessary orders.

General Harington's declaration that he will forcibly oppose any move against Constantinople has caused a deep impression in Athens. The Cabinet sat for three hours yesterday.

ALLIES OBJECT TO GREECE TAKING ACTION.

PARIS, July 30th.

The newspapers state that M. Metaxas, the Greek Charge d'Affairs, yesterday handed the French Government the Greek Note, which affirms that Greece will not act without the consent of the Allies. They add that the request was immediately refused and there is reason to believe that the same reply was given by London and Rome.

AUTONOMY OF IOMA DECLARED.

ATHENS, July 30th.

It is understood that the Government's decisions dealt with in the Note to the Allies will not be executed at present. The autonomy of Ioma, with extensive *self-government*, is being proclaimed to-day.

BRITISH REPRESENTATIONS REGARDING PLAN OF ADVANCE.

PARIS, July 30th.

A message from Athens says the British Charge d'Affaires has made representations to the Government regarding the plan to advance on Constantinople.

FIGHTING COMMENCES.

CONSTANTINOPLE, July 30th.

Greek troops continue to land at Rodosto. So far, 25,000 have arrived.

A Greek patrol entered the neutral zone and was repulsed by Turkish gendarmes after a short fusillade.

(Continued at foot of next column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINESE PREMIERSHIP.

DR. W. W. YEN RESIGNS HIS PORTFOLIO.

PEKING, July 30th.

It is unofficially reported that Dr. W. W. Yen is applying for leave, which was expected owing to the probability of President Li Yuan-hung nominating Tang Shao-yi as Premier and to the general uncertainty of the political situation in view of the impending opening of Parliament.

A Peking message states that Dr. W. W. Yen's resignation has been tendered, but it has not been accepted.

WANG CHUNG HUAI APPOINTED ACTING PREMIER.

PEKING, July 30th.

A Mandate has been issued appointing Wang Chung-Huai Acting Premier.

CHINESE PARLIAMENT SECURES QUORUM.

FURTHER MINISTERIAL NOMINATIONS.

PEKING, July 31st.

Twenty-five members of both Houses of Parliament, from Fangtien, Kirin, and Heilungkiang, reached Peking yesterday. Sufficient members have already registered to give an easy quorum to-morrow.

Li Yuan Hung telegraphed to Tang Shao Yi yesterday, asking whether he would accept nomination for the Premiership.

It is reported that General Wu Pei Fu is nominating General Chang Shou Tseng as Minister of War and Tang Hsiang Ming as Minister of the Navy.

THE SINO-JAPANESE COMMISSION.

INTERPRETING CLAUSES OF THE SHANTUNG TREATY.

PEKING, July 31st.

At the tenth meeting of the first section of the Sino-Japanese Commission, the Japanese Commissioners submitted a proposal concerning land and property. As this related to Articles 23 and 24 of the Shantung Treaty, discussion centred on the interpretation of these two articles. The Commission did not come to any conclusion, and it was decided to continue the conversation at the next meeting.

MR. DENBY ARRIVES IN MANILA.

MANILA, July 31st.

The American Secretary of the Navy, Mr. Denby, has arrived, and will inspect the Fortifications and Naval Establishment.

THE CORONET THEATRE.

Patrons of the Coronet Theatre found that there was plenty of excitement to be got yesterday out of the remarkable film of the 1922 Derby which has just arrived amongst the latest topical budgets. It is probably the most interesting picture of its kind that has ever been transferred to the screen. There is plenty of attraction about the balance of the new programme, too. Blanche Sweet captures the fancy more easily than ever in "Her Unwilling Husband," a delightful little comedy-farce, and Harold Lloyd, the inimitable comedian of the tortoise-shell "specs," excels himself in Now or Never," one of the real top-notchers amongst his famous comedies.

ALIEN PROPERTY SEIZED IN WAR TIME.

AN IMPORTANT RULING.

NEW YORK, July 30th.

An important ruling has been delivered in an equity case by a company which purchased a German concern from the Alien Property Custodian.

Federal Judge Hand, giving his decision, declared that the deed from the Custodian transferring the seized property of a German corporation could, after the war, neither control the seized concern's goodwill nor prevent it resuming business in its own name and seeking trade from its former customers.

CLEARING OUT IRISH REBELS.

IRREGULAR ROUT IN LIMERICK.

LONDON, July 30th.

General Duffy states that he is well pleased with the progress of the troops. East and West Limerick have been cleared from Maigue to the Tipperary border. A number of fresh places have been occupied. The rout of the Irregulars is pretty complete.

GERMAN GOLD PIECES.

BERLIN, July 30th.

The Reichsbank has fixed the purchase price of a twenty-mark gold piece at two thousand paper marks.

GERMAN SHIPPING STRIKE ENDED.

HAMBURG, July 30th.

The strike of ship engineers, stokers, and other ship employés has ended.

DISASTROUS FIRE IN THE CITY.

BUSINESS PREMISES AND CARLTON ANNEXE DESTROYED.

A large portion of the centre of Victoria was threatened with destruction, last night, by a fire which broke out in one of its most crowded areas, Duddell Street.

The first indication that something was wrong was an emanation of smoke, just after nine o'clock, from the premises occupied by Messrs. Kelly & Walsh's printing works and by the Hongkong Electric Company in Duddell Street; in half an hour, or very little more, the whole place was blazing to the skies in one huge bonfire. Before ten o'clock the top of the Carlton Hotel building, adjoining, caught fire and burned furiously until 11.30 p.m. when it seemed likely that some of the lower rooms would be saved.

The total damage done cannot be less than a quarter of a million dollars and is probably nearer half a million.

WHERE THE FIRE STARTED.

The fire originated at the back of the premises shared by the Electric Company and Messrs. Kelly & Walsh, although before the alarm was given it must have spread far into the building whose contents, of course, are of a highly inflammable nature. The Fire Brigade received a call at 9.10 p.m. and the first fire appliance was on the scene within a very few minutes. It was no easy matter to approach the site of the fire. Dense fumes and smoke had already accumulated in the printing establishment and it was impossible to drag hoses through the place. The fire was first approached through Messrs. Humphrey's godown, next door to Messrs. Kelly & Walsh's. The godown, by the way, was recently rebuilt as a fireproof structure and demonstrated the effectiveness of this method of construction for it was apparently unharmed although the next door premises burned like a furnace for two hours. If the godown had caught fire the blaze might have extended to Queen's Road and beyond; and indeed it seemed at first as though there were real danger of such a dire consummation.

FIRE-FIGHTERS' DIFFICULTIES.

The printing office is, so to say, embedded between the Masonic premises and Carlton Hotel annexe—one had better say the upper hotel building since there was extraordinary divergence of opinion amongst spectators, last night, as to which was the Hotel and which the Annexe. A method of attacking the fire that was early tried was to bring a hose to bear from the balcony of the Masonic Hall. Here the back wall of the printing office is only a few feet distant. The yard of Zetland Hall, which is on a level with the topmost storey of the printing office, provided another means of access, except that the heat from the blazing building was so intense as to make it impossible to get very near in the first half hour.

For, within that time, it was clear that nothing would save Messrs. Kelly & Walsh's premises. They were blazing with an intensity which lit up the whole town and—one could not help noticing even in the midst of the horror of destruction—illumined the trees above Icehouse Street with a strange, beautiful and unearthly radiance. The racing sparks drew a pattern of filagree work upon the background of the sky and larger fragments of burning material threatened to spread devastation far and wide.

IMMINENT DANGER OF WIDE-SPREAD DAMAGE.

While these opening incidents of a terrible night were developing, Fire Brigade contingents were assembling from far and near. The jets directed on the fire straight from the street hydrants were ineffectual for the most part but they served, for the moment, until the motor fire engine pumps could be brought into action. Canvas tanks were then filled from the hydrants and pumped on to the fire, with much more powerful effect,—in fact a jet, later on, easily reached over the top of the Carlton Hotel annexe and descended upon the roof.

One point of grave danger,—especially in the view of those who did not know the fire-resisting properties of Humphreys' godown—was Duddell Street, where some bamboo shores across the road might easily act as conductors. Here a motor fire engine worked furiously. Another operated from Queen's Road Central, outside the American Express Company's office. Every hydrant in this neighbourhood contributed its quota to the canvas tanks and hoses (leaking too much, people thought) wound their way through every street. Another strong onslaught was made on the fire by means of a fire engine above the scene of the fire, just outside the Dairy Farm premises. A hose from here was led beneath the Masonic premises and so on to the fire from two or three points. This point of attack became even more important later.

Merely to read—much less to write—this account of the disposition of the fire fighters' forces takes longer than the fire needed to render $100,000 dollars' worth of material and machinery in Messrs. Kelly & Walsh's a heap of burning embers. The situation soon took a still graver turn. Danger to the Masonic Hall had been averted—merely as an interlude in the awful, hard-pressed battle against the oncoming disaster. Woodwork of the verandah had caught fire, but as the Masonic Hall is substantially built the flames were quelled and spread no further in that direction.

FIRE REACHES THE CARLTON HOTEL.

But at about a quarter to ten o'clock the cry arose, "The top of the annexe is afire!" Just before this large sections of the floors and roof of the printing works had fallen in and the blaze increased in intensity. The typhoon shutters, and caught fire; they could not escape for they other woodwork of the hotel annexe are practically in the same line of frontage, and above, one wall of the printing works,—the flames ran up the whole façade of the hotel annexe on that side and it was noticeable, by the way, what a large share the wooden rail of the otherwise iron verandahs contributed towards spreading the fire.

THE HOTEL ANNEXE ALIGHT.

A hose played from the far side of the fire and over the flames, was the only means of attacking this new development of disaster. The distance was considerable and the effect of the water so directed very slight. A flank attack from the Masonic Hall balcony was tried but the flames were at the very summit of the annexe, in one or two places, only, at first; they were almost unreachable and blazed like beacons in the sky. In an incredibly short space of time all the rooms in the back portion of the top storey were ablaze and onlookers from the Masonic yard could see, over the original fire, wardrobes and other articles of furniture being consumed until each room was a miniature of the general conflagration.

The Annexe burned steadily, downwards and it became evident that if it continued to burn the servants' quarters above it would catch fire too and the Masonic Hall would be threatened from a slightly different but equally dangerous quarter. Below, there was little danger of extension for the broad stairway above Duddell Street intervenes. The servants' quarters, above, are connected with the annexe by bridges at each floor, enclosed with woodwork, and hoses were brought to bear to prevent if possible,—it seemed a forlorn hope—the advance of the flames across the wooden span. As a matter of fact, the flames did get some hold at the back of the place, for a time. Hoses had already been dragged up the hillside above Ice House Street to attack the fire from a better coign of vantage. Window glass in the wooden bridges proved a formidable barrier to the protective jets which—by the way—were now at very high pressure but not sufficiently strong to break the glass which was preventing the ingress of the water. Stones were hastily gathered from the hillside and a fusilade directed at the windows. When several had been broken the jets of water began to have good effect, and, in the end, the house boys' quarters were saved.

"HOPE SPRINGS ETERNAL."

At 11.30 p.m. it seemed as though part, at least, of the Carlton Annexe might be saved. The upper floor or perhaps two floors appeared to have burned themselves out and some of the rooms on the lower part of the Icehouse Street frontage had not yet been attacked. From Duddell Street, however, the situation looked far from hopeful. Here the whole frontage of the building from roof to cellar seemed to be involved and one could not but fear that, in spite of all the efforts being made on the other side, the centre of the fire would not be quelled. Many thought that the whole mass,—possibly undermined by the action of the original fire, and waterlogged with tons of water (our precious water that is so scarce)—would collapse into the burning shell of the printing office below it and perhaps break down the resistance of Messrs. Humphrey's godown by sheer weight of mass. Heaven knows what further spread of disaster would not then have ensued.

But the prophets of calamity were wrong for at twelve o'clock the building was still standing and, moreover, it was evident that water was conquering fire. Before one o'clock the fire in the annexe was practically under control and it was possible to relax a little, look around and take stock, in some degree of the extent of the damage.

Messrs. Kelly & Walsh's printing works consisted of less than two end walls, for part of the Duddell Street frontage had fallen forward, right across the street, smashing an opposite verandah in its descent. The Electric Light Company's cable store had been destroyed. All except the ground floor of the Hotel annexe had been wrecked and no doubt the ground floor had suffered considerable damage from water, which had been poured into the building for two hours.

By two o'clock this morning one of the worst fires ever experienced in Hongkong had been definitely subdued.

ESTIMATES OF THE DESTRUCTION.

It is impossible, at this stage, to give anything like a complete estimate of the value of the property destroyed. It was said, last night, that Messrs. Kelly & Walsh had $100,000 worth of machinery and material on their premises and the Electric Company had much expensive material, also. The building is owned, we believe, by Mr. H. M. H. Nemazee who is said to have acquired it from Sir Paul Chater for $60,000. The Hotel Annexe is part of the Belilios Estate, and was worth about $100,000.

Mrs. Cameron, the proprietress of the Carlton Hotel, will have the sympathy of all, for she is a heavy loser by the fire. Mrs. Cameron had $20,000 worth of furniture in the annexe—uninsured—and it is feared that $20,000 worth of curios, packed for transport to the United States, are also consumed. Negotiations for the insurance of these were actually in progress. Mrs. Cameron was to be seen, when the fire first broke out, securing the safety of her pets and nothing would dissuade her although the back of the main hotel building, where the animals are kept, is immediately opposite Messrs. Kelly & Walsh's frontage and was at all times in danger of damage by collapse of masonry or from the spread of the fire in that direction.

About seven guests were staying in the Annexe. Some of them saved their belongings but, in the case of those who were out for the evening, it is feared that their property has been lost in the general destruction.

A FORGED BANK NOTE CASE.

EMPLOYER'S ACTION CRITICISED.

An interesting point was raised during the hearing of a forged bank-note case at the Magistracy yesterday afternoon, as to whether an employer has the right to extract private property from his employés desk. In this case two of the principal witnesses for the prosecution, Mr. C. Lauritson, Managing Director of the Dragon Motor Company and the Secretary to the Company, Mr. R. D. W. L. Ramsey searched the defendant's drawer during his absence from the office of the Company and found the forged bank-note and some pawn tickets. The bank-note Mr. Lauritson abstracted and placed in the safe pending the matter being placed in the hands of the police, whilst the pawn tickets were torn up.

The defendant, Wong Ho Choi *alias* Wong Fok Loi was employed as a clerk in the Dragon Motor Garage. Three charges were preferred against him. They are: (1) That on June 19th at Yaumati in Company with another not in custody he attempted to utter a forged bank-note, (2) unlawful possession of the said bank-note, (3) obtaining a pair of gold cuff-links by false pretences from the firm of Lok Hing on the 14th May. The third charge against the defendant was withdrawn.

Inspector Appleton in outlining the case said it was alleged that on June 19th the defendant went to a restaurant at Yaumati and had a meal, the forged note was tendered in payment but the genuineness of the note was questioned and the defendant's friend settled the bill. On July 13th Mr. Ramsey brought to the detective offices a $100 note which he handed to the Chief Detective Inspector.

Mr. R. D. Murray, sub-accountant of the Chartered Bank, said the note produced in Court was a genuine $5 note, which had been altered to represent a $100 one. The forgery was quite a good one.

Mr. W. L. Ramsey was next called and stated that he found the note in question in an envelope, together with two pawn tickets, in the defendant's drawer at the Motor Garage. The drawer was not locked. The pawn tickets he tore up and threw into the waste paper basket, and the note was handed to Mr. Lauritson. The defendant had nothing to do with the cash of the firm.

Questioned by the Magistrate, the witness said he was very surprised to find a $100 note in the defendant's drawer, as the defendant was only earning from $30 to $40 per month.

The Magistrate: It is rather a high handed action to do without saying anything to the defendant. Were you suspicious he had embezzled your firm's money?

Witness: Yes.

Continuing, the witness said that when Mr. Lauritson returned from the Chartered Bank on the morning of the 22nd, where he had been making enquiries as to the genuineness of the note, nothing was said to the defendant. That morning the defendant seemed very anxious, and when questioned, said he had lost something. The note was held to wait further developments.

Questioned by the Magistrate, witness said he did not know at the time of its discovery that the note was a forged one.

Cross-examined by Mr. d'Almada witness said he had had no quarrel with the defendant. On June 20th he saw the defendant holding up a $100 note, waving it to the other clerks. At that time he did not think he had stolen any of the firm's money. He thought the defendant was flush.

In reply to Mr. d'Almada the witness said the receipts he was looking for related to business and should have been kept by the defendant.

Mr. d'Almada: Before you searched the defendant's drawer did you have the decency to ask the defendant if he had the receipts?

Witness: He was not in the room.

Mr. d'Almada: The object of your search was completed the moment you found those receipts?—Yes, I was looking for receipts and could not find them.

I put it to you that your reason for taking the note to Mr. Lauritson was that you thought he had taken the money from the Company?—I did not think he had taken the money from the Company?

Why did you take the money then?—Because I was surprised he had so much money.

Did you know you had no right to take the man's money?—I repeat my statement I was surprised he had so much.

Then why did you tear up the pawn tickets and throw them into the waste paper basket?—I thought they were of no use.

It is not your property you know. Do you still maintain that up to June 21st you had no grudge against defendant?—Yes.

Continuing the witness said that as far as he knew Mr. Lauritson had nothing against the man.

Mr. Lauritson then gave evidence and said the defendant had been in his employ for the past three months. With regard to his work he had no complaint to make against the defendant prior to June 21st. Mr. Lauritson then corroborated Mr. Ramsey's story of the search. He added he expected to find pawn tickets relating to a new camera and a new overcoat which he had lost some time ago. The pawn tickets did not relate to these articles.

The Magistrate: Can you tell me why the pawn tickets were torn up? It seems to be a very high handed procedure.

Witness: I had the pawn tickets translated and found they did not relate to the stolen goods, but Mr. Ramsey had torn them up.

The Magistrate: Having lost what subsequently proved to be a forged bank-note, how can you account for the fact that he did not run away.

(Continued at foot of next column.)

Witness: I think the defendant was not certain who had found the note, because anybody looking for receipts in the drawer would have found it.

The Magistrate: I am afraid I think your action in searching the drawer on suspicion is high handed. I don't know how you stand in the eyes of the law but I express this opinion as a Magistrate now in order that Mr. d'Almada may not ask the question.

Mr. Lauritson pointed out that it was not the defendant's drawer.

Cross-examined by Mr. d'Almada, the witness said he told Mr. Ramsey of his loss—a camera and overcoat. He assisted in the search of the box. He afterwards told the defendant that the pawn tickets were torn up in his presence.

Mr. d'Almada: Don't you think you should have told the defendant that these pawn tickets were found in his drawer and that he had been suspected.

Witness: No, I consider it is his duty to tell me what he had lost.

But you consider it you duty that you had them taken from his drawer?—It is not his drawer. It is my drawer.

Then he had no right to lock it?—No.

The Magistrate (to witness): Then it is your will that an employé had not the right to keep anything private in his box or drawer?

The witness: Yes, that is so.

Mr. d'Almada: Then whatever you find in your employé's drawer you can take away?—I did not take it away. I handed it over to the police.

At this stage the case was adjourned for further hearing.

HUGE HAUL OF ARMS AND AMMUNITION.

FIVE CHINESE CAUGHT IN THE ACT.

A case of smuggling arms and ammunition into the Colony on a very large scale came up for hearing yesterday morning, before Mr. Lindsell at the Magistracy, when five Chinese, three of whom were seamen on the s.s. *President Grant*, were charged with being in possession of 109 Mauser revolvers, 9 Smith and Wessons, 23 cleaning rods, 15,000 rounds of Mauser ammunition and 1,300 rounds of smokeless ammunition.

Mr. A. E. Hall appeared for the defendants and said he understood that the vessel was leaving port that day. In view of this he suggested that the evidence for the prosecution be taken and then the case adjourned.

The Magistrate agreed and the first witness called was Michael Marius Jensen, Master of the *President Grant*. He recognised three of the defendants as seamen on the vessel. He did not know the other two. During the evening of the previous night a watchman reported to him that an event of an unusual nature was taking place on the vessel. He went to the spot directed and on looking over the side noticed something being lowered into sampans from two port holes in "A" deck. These he found to belong to cabins No. 117 and 119. Accompanied by Mr. Townsend, the general agent for the Admiral Line, witness visited the cabins and found the doors of both cabins locked, but judging from the noise inside he knew that somebody was inside. Attempts to force open the doors of the cabins failed as they were locked on the inside with the keys in the keyholes. After using threats the inmates of cabin No. 119 became frightened and opened the door. Three of the defendants were found inside. Large quantities of ammunition and many revolvers were found scattered on the floor of the cabin. A rope used as a hoist was found hanging from the porthole to the sampans. Later the other two defendants were found in No. 117 cabin, also surrounded by a pile of ammunition and revolvers. The Water Police were telephoned for and the men arrested.

Corroborative evidence was given by Mr. Earl F. Townsend after which the case was remanded for one week, and the Magistrate at Mr. Hall's request granted bail at $5,000 for each defendant.

THE FATAL MOTOR-CAR ACCIDENT.

The inquiry into the death of a Chinese foreman blacksmith, who was killed on July 2nd whilst riding a bicycle as the result of a collision with a motor-car driven by Sub-Inspector Grant of the Water Police was continued yesterday afternoon, at the Magistracy.

The hearing had been interrupted in order that the jury might view the scene of the accident—the junction of Canton and Jordan Roads—Kowloon—and on the Court resuming yesterday, evidence was given by a foki employed by the deceased's master to the effect that the deceased paid a visit on the morning of his death to the Kowloon godowns where the firm was engaged on a job. This evidence threw fresh light on the collision as it was suggested by Mr. M. K. Lo, who appeared at the previous hearing on behalf of deceased's relatives, that the man was coming down Canton Road and that he was cutting straight across Jordan Road and not turning off into Jordan Road.

After hearing the foki's evidence, the Coroner (Mr. Lindsell) remarked: It seems a pity that Inspector Grant did not retrieve the bicycle after the accident?

Inspector Grant: I went to the hospital with the deceased, and when I came back the bicycle was gone.

The Coroner: I thought the deceased was removed by motor ambulance?—Yes; but I went with him.

Oh! I see, where did you leave your car then?—In Canton Road.

Were there any police about?—No.

After hearing further evidence, the inquiry was further adjourned to Friday next for Mr. Lo to address the jury and for the Coroner's summing-up.

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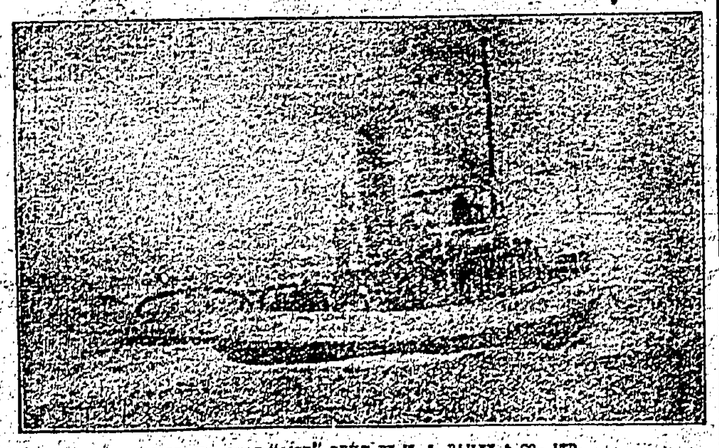

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THE REMINISCENCES OF LORD INCHCAPE.

SOME INTERESTING STORIES.

A racy story of his own life was given by Lord Inchcape, recently, when he received the freedom of Arbroath, where in 1852 he was born, and named James Lyle Mackay. His name is identified with the Far East not only as Chairman of the P. & O. and associated steamship companies, but as the negotiator of the British Commercial Treaty with China, fequently called the "Mackay Treaty."

THE GOVERNMENT'S PROMISING START IN ECONOMY.

In the course of his address at Arbroath, Lord Inchcape, referred to his work on the Geddes Committee, which met first at his home at Glenapp.

"Week in, week out, after we left Glenapp we sat at the Treasury in London from 10 to 7, and often later," he said. "The Treasury were very good to us, and we had half an hour for a frugal lunch which they supplied.

"We felt extremely grateful, and after we had finished our work, and sent in our report, an incident occurred which led us to think that economy had really begun. We each received a bill for our luncheons, which we paid without a murmur.

TRIBUTE TO LADY INCHCAPE.

"Any success, or supposed success, I may have achieved is not due to myself. Had it not been for my good fortune in winning the lady who sits by my side I am perfectly certain you would not have been giving me the freedom of the Burgh to-day.

"All through our married life she has been my chum and constant adviser, to say nothing of what she has done for me by a very stern course of discipline. It is to this, more than to anything else, that I attribute any good fortune I may be supposed to have had.

"Some 11 years ago, when the King was graciously pleased to give me a peerage, we looked about for a name, and came to the conclusion that nothing would be more appropriate than to take the title of 'Inchcape,' the revolving light which we had both seen from our childhood.

"Shortly after this, the late Judge Snagg, a great humorist who had taken my wife down to dinner, said to her: 'I have had a good many agreeable surprises in my life, but I never expected to find myself sitting beside the Inchcape Bell.'

SANDY'S DOWNFALL.

"Speaking of the Inchcape Rock reminds me of a visit I paid to it when a boy. I went off in the sailing tender which used to take out reliefs and supplies once a month.

"One of the crew, Sandy Cargill, had been applying himself to the jars rather freely, and he several times, without result, pressed me to join him. He got rather nettled, and said: "Man laddie, tak a drap o' that ale, it's no very good, but it's a dashed sicht better than water."

"When we landed on the Rock, covered with slippery seaweed, Sandy's legs gave way, and he had to be lifted back into the boat with a sprained ankle.

"I remember a remark made by Mr. Webster (Lord Inchcape's first employer) to my guardian, the late Mr. James Muir. My guardian had asked Mr. Webster how I was getting on, and if Mr. Webster had been here to-day I am afraid he would have considered his answer was fully justified, as his reply was 'Jeemie is no a bad laddie, but he's a dashed sicht ower ambitious.'

BAILIE'S "JUSTICE."

"If I had ever been a bailie and had been called upon to dispense justice from the Bench, I would not have forgotten what occurred when I was a boy in Arbroath.

"Bailie Whightman was on the Bench, and a man was brought up before him accused of sleeping in a field of growing corn on the Seaton estate. He pleaded guilty, and without a moment's hesitation the bailie gave him six weeks.

"The Commissioner of Police whispered: 'That's rather a heavy sentence.' 'Awa we ye,' said the bailie, 'that's the blackguard wha cleared my mither's fish hake last week.

98 HOURS A WEEK WORK.

There was an idea abroad said Lord Inchcape later, that there should be nothing more than a 42 or a 48 hours' work a week, and that the other 126 or 120 hours should be devoted to rest and recreation.

"I am within the mark when I say that my average week of work for the last 50 years has not been 48 hours; it has been nearer, or has exceeded, 98 hours a week.

"But I have looked on work as recreation, not as drudgery, and certainly half the time I have spent at work has been either in trying to make money for other people or in the service of the State.

"My experience is that there is no greater pleasure in this world than that which is derived from work.

"Occupation is the cheapest form of amusement you can get, idleness is the most expensive; it's not work that kills, it is worry, and, if you have lots of work—I don't care what kind of work it is as long as you keep to it conscientiously—you will have pleasure in it and you won't have time to worry."

THE BEST LOVER.

Who makes the best lover?

Mrs. Patrick Campbell, in the latest instalment of her life and letters now appearing in the "Queen" indulges in characteristic speculations on the subject.

"To-day," she writes, "a lady who has been in America three or fours months, announces that the American man makes the 'best lover.' It is a comic remark.

"I insist that the manners of American men are more kindly; of Frenchmen more courteous; of Englishmen more sincere; of Irishmen—God defend us."

THE OLD "VICTORY."

£50,000 TO BE RAISED TO KEEP NELSON'S FLAGSHIP.

Steps are to be taken by the Society of Nautical Research to raise £50,000, which is necessary to restore the *Victory* to her Trafalgar condition. This was decided on a motion by Sir Julian Corbett at the annual meeting of the society recently.

Admiral of the Fleet Sir F. C. Doveton Sturdee, who presided, stated that Admiral Phillimore's committee had reported that owing to financial stringency it was not proposed to do more at present than to carry out the necessary work to keep the *Victory* safe in her present condition in dock at Portsmouth. This was also the decision of the Admiralty. The making of a steel cradle to protect the hull would cost £24,000, while the Phillimore Committee suggested a partial restoration, which would cost over £50,000.

In the discussion, it was mentioned that 50 per cent. of the vessel's timbers were rotten, and that restoration to the 1805 condition would involve the expenditure of hundreds of thousands of pounds.

Admiral Sturdee said he understood that the old flagship was regarded by experts as too rotten to be taken back into the stream, and he also understood the Admiralty decision to be that she must remain in dock. It appeared that £50,000 would restore her original appearance, except in regard to her bows.

It was left to the council to decide as to the best means of raising the funds.

BERLIN "RAFFLES."

BURGLAR'S COLLECTION.

BERLIN, June 16th.

Berlin has produced its "Raffles," a gentleman burglar of the most finished and up-to-date pattern. He owns a car and several riding horses, and occupies a flat in a fashionable suburb, which was found to contain a fine collection of engravings and an excellent library, together with other things of a more suspicious character, such as a collection of skeleton and pass keys with which, it is said, he could open practically any door in Berlin.

He was caught red-handed burgling a room in a boarding house, and gave his name to the police as Herr Direktor Karl Bernotat, though inquiries showed that the only employment on the strength of which he could claim the title of Herr Direktor was that of managing a gambling club in Swinemünde.

He proved to be known to the police in connection with the burglary of the Chilean Consulate, and a description of him, with a photograph and fingerprints, had been filed at the Berlin headquarters. But it was found that through the agency of a police official whom he had bribed, he had had these records removed, all except the photograph. This had apparently been hard to get hold of, but his accomplice had done his best by writing the word "deceased" across the picture.

Bernatot had made a speciality of burgling fashionable boarding houses in the west of Berlin, particularly those frequented by foreigners. He disarmed suspicion by always driving up to the houses on which he had designs in his car in broad daylight. In his flat was found a wonderful collection of booty, including jewelry of all sorts, various kinds of foreign money, and several passes made out in different names.—*Times*.

In his will, proved at £50,426, Pierre P. J. M. D'Orleans, Duc de Penthievre, wrote: "The only true equality in this world being before God and death, I insist on having my funeral of the poor, the pauper's class of funeral, my ideas having always been as a seafarer opposed to any funeral display of any kind."

VISITORS AT HOTELS

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Mr R. L. Alkins	Mr J. E. Joseph
Mr A. M. Amend	Mr P. H. Kelder
Mr C. Hammond	Mrs E. D. Kemp
Mr C. W. Anderson	Mr J. E. Lake
Mrs V. Baudot	Mr E. J. Leveson
Mrs E. R. Bellios	Mr H. Lewin
Mr Lim Hong Beng	Dr L. J. Lipset
Mr & Mrs C. H. Benson	Capt L. Maclay
Mrs E. Blackburn	Mr R. J. H. Mittwer
Mr F. Bummann	Dr J. Morrison
Mr J. D. Carnie	Dr J. W. Noble
Mr Dee. O. Chuan & 3 children	Mr C. Nopper
	Mr S. H. Noland
Mrs A. S. Crossfield	Mr & Mrs C. H. Oehs
Mr W. Cowen	Mrs Paterson & infnt.
Mrs D. R. Davies	Miss G. Pegnia
Mr O. Ferrell	Mr F. Rice
Mr & Mrs G. E. Forster	Mr W. H. Ricketts
	Mr W. E. Rigby
Mr & Mr W. H. Gale	Mr A. H. Rowe
Mr John S. Gardiner	Mrs E. Sparke
Capt. H. A. Gauld	Mr W. v. d. Steen
Mr B. W. Gray	Mr Hugh Sutherland
Mr J. H. Green	Mr J. S. Thomson
Capt. T. P. Hall	Mr S. J. Vessey
Mr S. C. Harris	Mr C. Weinberger
Mr A. M. Honder	Mr J. D. Wilkinson
Mr G. de Jong	

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Mr L. H. Bossell	Mr Lynott
Mr R. Cary	Mrs McLiddell
Mr & Mrs Chelaire	Miss Mettleton
Mrs Paul Davies	Mr & Mrs Nickelson
Mr & Mrs Edwards	Mr & Mrs Powrie
Mr & Mrs Geare	Misses Underhill
Miss Geare	Mrs L. H. Walker
Mr J. C. Gilson	Mr H. A. White
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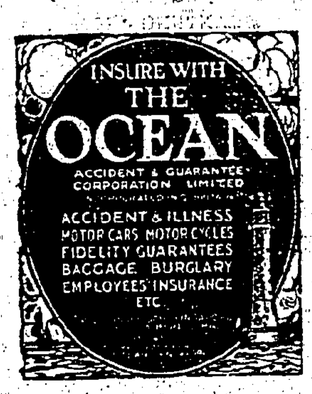

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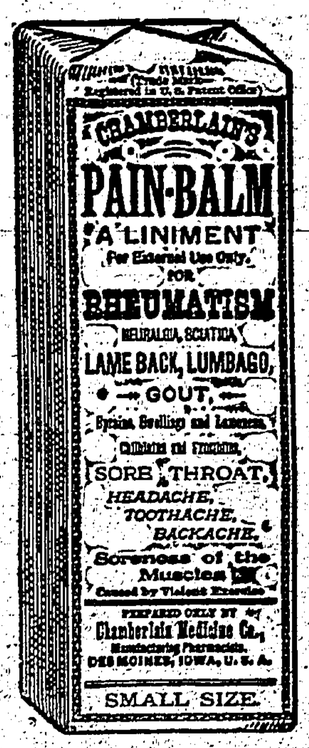

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having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th Aug., 1922, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 5th Aug., 1922, at 10 A.M. Claims against the steamer including those for cargo delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 29th July, 1922. [1307

DAIRY FARM NEWS.

DAIRY PRODUCE.

FRESH MILK

Also the following forms:—Sterilized, Skimmed, Butter and Soured.

FRESH CREAM

FULL RICH.

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Daisy, Dairymaid and Shamrock Brands.

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Edam, Australian Cheddar, American Stilton and Picnic.

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CHAPOTEAUT'S MORRHUOL

Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

Sold by all Chemists.

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Hongkong's Most Modern and Coolest Picture Palace.

TO-DAY at 5.15 P.M. and 9.15 P.M.

WILLIAM FOX presents TOM MIX

in

"SIX-SHOOTER ANDY."

A Story of how Andy Crawford cleaned up The Wickest Mining Camp in all The West and Won The Sheriff's Badage.

2.30 & 7.15 p.m.

EILEN SEDGWICK IN "TERROR TRAIL."

Episodes, 15 & 16.

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Our New "Triumph-Model U.G." Cigarette Machine

The phenomenal speed of this machine, its supreme simplicity and its low cost of upkeep, are due to the revolutionary improvements in its design and construction—the outcome of 40 years of experience in the manufacture of cigarette machinery.

This machine is an indispensable part of the equipment of any modern up-to-date factory. Old model machines are rapidly being replaced. The measure of your success depends on your cost of production.

Write for full particulars today on our—

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The M/S. "PERU"

will be loading for MARSEILLES, ST. NAZAIRE, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS

About 4th September.

Further Sailings.		Expected on or about	Will leave for above ports on or about
M/S.	"Afrika"	... —	—
M/S.	"Java"	... —	—
M/S.	"Indien"	... 19th August.	26th September.
M/S.	"Asia"	... 14th September.	21st October.
M/S.	"Panama"	... 15th October.	22nd November.

Subject to change without notice.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Agents.

SECRECY AND CONVENTIONS.

MR. J. M. BECK ON AMERICA.

Continuing his interesting survey of American history, and of the bearing of her institutions on international relations, the Hon. James M. Beck, Solicitor-General of the United States, in his second address in Gray's Inn Hall on June 15th, dealt with the formation of the constitution, a little known chapter of United States history.

Mr. Beck, at the outset of his address, outlined the great constitutional Convention and its personnel, which he described as a convention of young men. It revealed, he said, a people who without shedding a drop of blood, calmly and deliberately abolished one Government, substituted another, and erected it upon foundations which had hitherto proved enduring. Even the superstructure slowly erected upon these foundations had suffered little change in the most changing period of the world's history, and until recently its additions, few in number, had varied little from the plans of the original architects. The foundations were laid at a time when disorder was rampant and anarchy widely prevalent. Credit was gone, business paralysed, lawlessness triumphant, and not only between class and class, but between State and state there were acute controversies, and an alarming disunity of spirit. To weld thirteen jealous and discordant States, demoralised by an exhausting war, into a unified and efficient nation against their wills, was a seemingly impossible task. Its final accomplishment had blinded the world to the essential difficulty of the problem. The time was May 25th, 1787; the place, the State House in Philadelphia, a little town of not more than 20,000 people, and, at that time, as remote to the centres of civilisation as now is Vladivostock. The dramatis personæ in this drama, though few in numbers, were, however, worthy of the task. Seventy-two had originally been offered or given credentials, for each State was permitted to send as many delegates as it pleased, inasmuch as the States were to vote in the Convention as units. Of these, the greatest actual attendance was fifty-five, and at the end of the Convention a saving remnant of only thirty-nine remained to finish a work which was to immortalise its participants. While this notable group of men contained a few merchants, financiers, farmers, doctors, educators, and soldiers, of the remainder at least thirty-one were lawyers, and of these many had been justices of the local courts and executive officers of the commonwealths. At least twenty-two were college graduates. A few already enjoyed world-wide fame, notably Doctor Franklin, possibly the most versatile genius of the eighteenth century and universally known and honoured as a scientist, philosopher, and diplomat, and George Washington, whose fame, even at that day, had filled the world with the noble purity of his character. It was a convention of comparatively young men, the average age being little above 40 years. Franklin was the oldest member, being then 81; Dayton the youngest, being 27. Washington had warmly welcomed the creation of a strong central government, and his correspondence with the leading men of the Colonies for some years previously had been burdened with arguments to convince them that a mere League of States would not suffice to create a stable nation. While still waiting for the Convention to meet, and while discussing what was expedient and practicable when they did meet, Washington one day said to a group of delegates, who were considering the acute nature of the crisis:

"It is too probable that no plan that we propose will be adopted. Perhaps another dreadful conflict is to be sustained. If, to please the people, we offer what we ourselves disapprove, how can we afterwards defend our work? Let us raise a standard to which the wise and just can repair. The event is in the hand of God."

PRESS AND CONVENTIONS.

When the delegates from nine States had assembled Washington was unanimously elected the presiding officer of the Convention. The most significant rule adopted was the provision for secrecy. The rule of secrecy was enlarged by an unwritten understanding that, even when the Convention had adjourned, no disclosure should be made of its proceedings during the life of its members. When, after nearly four months, the Convention adjourned, the secret had been kept, and no one knew even the concrete result of its deliberations until the Constitution itself, and nothing else, was offered to the approval of the people. The highway upon which the State House fronted was covered with earth to deaden the noise of traffic, and sentries were posted at every means of ingress and egress to prevent any intrusion upon the privacy of the Convention. The extreme care which was taken to preserve this secrecy inviolate and its purpose were indicated in an incident handed down by tradition. One of the members dropped a copy of the propositions then before the Convention for consideration, and it was found by another of the delegates and handed to General Washington. At the conclusion of session Washington rose, and sternly reprimanded the member for his carelessness by saying, "I must entreat gentlemen to be more careful lest our transactions get into the newspapers and disturb the public repose by premature speculations. I know not whose paper it is, but there it is (throwing it down on the table). Let him who owns it take it." He then bowed, picked up his hat, and left the room with such evidences of annoyance that, like school-children, no delegate was willing to admit the ownership of the paper. The thought suggested itself how different the result at Versailles and Genoa might have been had there been the same reasonable provisions for discussion and action uninfluenced by the Press of our day. (Hear, hear.) At the close of the Convention its records were committed into the keeping of Washington with instructions to retain the journal and other papers subject to order of Congress if ever formed under the Constitution. The members of the Convention kept its secrets inviolate for many years. The first of the number to break the pledge of secrecy was Robert Yates, Chief Justice of New York, who, in 1821, published his recollections; but, as he had left the Convention a few months after it began, his notes ceased with July 5th. The world would thus have been for ever ignorant of one of the most remarkable Conventions in the annals of mankind had it not been that one of the ablest of their number, James Madison, regularly attended the sessions and kept notes from day to day of the debates. He died in 1836, and four years later the Government purchased the manuscript from his widow. Then, for the first time, the curtain was measurably raised upon the proceedings of a Convention, which had created, as they now knew, one of the greatest nations in history. Fifty-three years after the close of the Convention, and when nearly every one of its participants were dead, Madison's journal was published. When was a great secret better kept? Grateful as posterity must be for this inestimable gift of a great human enterprise, yet even Madison's careful journal filled one with the deepest regret that this wonderful debate, which lasted for nearly four months between men of no ordinary ability, could not have been preserved to the world. Without this extraordinary provision for secrecy which was so opposed to modern democratic conventions and which so little resembled the famous point as to "open covenants openly arrived," the Convention could not have accomplished its great work.

MODERN DEMOCRACY.

It was evident that if the framers of the Constitution had met, as similar Conventions had within recent years met at Versailles and Genoa, with the world as their gallery and with the representatives of the Press as an integral part of the conference, they would have accomplished nothing. The probability was that the Convention would not have lasted a month if their immediate purpose had been to placate current opinion. "It may be doubted," Mr. Beck observed, "whether such a Convention if called to-day either in your country or mine could achieve like results, for in this day of unlimited publicity, when men divide not as individuals but in powerful and organised groups, a constitutional Convention would, I fear, prove a witches cauldron of class legislation and demagogism. It is not possible that modern democracy is in danger of strangulation by its present-day methods and ideals?" Working with a sad sincerity and with despair in their hearts, this little band of men wrought a work of surpassing importance, and if they did not receive the immediate plaudits of the living generation, their shades could at least solace themselves with the reflection that posterity had acclaimed their work as one of the greatest achievements of man. The lecturer afterwards outlined the plans that were debated earnestly and at times bitterly in the Convention as to the form of Constitution. It spoke well, he said, for the honour of the delegates that although their differences became so acute as to lead to bitter recriminations, neither side divulged them to the outside public. (Hear, hear.) The smaller States could easily have ended the Convention by an appeal to public opinion, which was not then prepared for a "consolidated union," but they were loyal enough to fight out their quarrels within the walls of the Convention hall. "In the absence of any authentic information," Mr. Beck proceeded, "the rumour spread through the Colonies that the Convention was about to reconstitute a monarchy by inviting the second son of George III, the Bishop of Osnaburg, to be King of the United States, and these rumours became so persistent as to evoke from the silent Convention a semi-official denial. There is some reason to believe that a considerable minority of the Convention did see in the restoration of a constitutional monarchy the only solution of the problem." On Sept. 15th the work of drafting the Constitution was regarded as ended, and it was adopted and ordered to be engrossed for signing. The career of the new nation thus formed had been a rising and not a setting sun. Deliberately formed in the light of reason and without blood or passion, it was to-day, by common consent, one of the greatest and, he trusted he might add, one of the noblest republics of all time.

LORD DEWAR ON ADVERTISING.

After the annual meeting of Buchanan-Dewar, Ltd., Lord Dewar gave an informal luncheon at the Trocadero Restaurant.

Responding to the toast of "The Chairman," Lord Dewar referred to the early business struggles of Lord Woolavington (formerly Sir James Buchanan) and himself. He said that all sorts and conditions of things were said against both of them. It was generally found that when one began to struggle to build up a business people immediately attacked one's financial position. Then they would say that you were over-advertising your business. In fact, they used to refer to his (the speaker's) branch as a much over-advertised branch. He remembered many years ago speaking to a gentleman mellow with age and long years of experience, who offered some practical advice. He said:—"You must not throw away any little money you may have brought from Scotland in advertising. (Laughter.) Buchanan is doing the same, and he is making a terrible mistake." (Laughter.) He replied to this gentleman, in the words of Cicero, "I would rather err with Plato than perceive the truth with those others." (Laughter.) They had continued with their advertising policy.

"Gold fever" is widespread in New South Wales as the result of discoveries of gold in the West. A portion of the main street in one town has been pegged out.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SHANGHAI & NINGPO	"CHOYSANG"	...Tuesday,	1st Aug.,	4 p.m.
SANDAKAN	"HINSANG"	...Wednesday,	2nd Aug.,	Noon.
BANGKOK via SWATOW	"KWAISANG"	...Wednesday,	2nd Aug.,	Noon.
KOBE	"NAMSANG"	...Wednesday,	2nd Aug.,	5 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	...Thursday,	3rd Aug.,	D.D.
TIENTSIN	"CHIPSHING"	...Friday,	4th Aug.,	Noon.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	...Friday,	4th Aug.,	Noon.
MANILA	"LOONGSANG"	...Friday,	4th Aug.,	3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"TUNGSHING"	...Sunday,	6th Aug.,	Noon.
STRAITS & CALCUTTA	"LAISANG"	...Saturday,	19th Aug.,	3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Kudat Jesselton, Labuan Tawau and Lahad Datu

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

s.s. "LAISANG" will be despatched on or about Saturday, 19th Aug., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES

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U.K.—STRAITS. CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENADE"	15th August.
"GLENARIFFE"	30th August.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges at
"GLENBEG"	4th Aug.,	LONDON, ROTTERDAM, ANTWERP & HAMBURG.
"GLENSHANE"	23th Aug.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENLUCE"	2nd Sept.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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The Glen Line, Ltd., AGENTS.

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SIXTIETH YEAR OF PUBLICATION.

THE DIRECTORY AND CHRONICLE

OF

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FOR

1922

HAS JUST BEEN ISSUED, CONTAINING:—

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BRITISH, AMERICAN AND JAPANESE NAVIES.
DESCRIPTIVE AND STATISTICAL ACCOUNTS OF THE VARIOUS COUNTRIES AND TRADE-CENTRES OF THE FAR EAST.
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AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date April 1st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be **extremely useful** during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

SHIPPING NEWS

ARRIVALS.

July 30th.

Hydrangea, British str., 561 tons, Capt. W. J. Colbom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

Taikwa Maru, Japanese str., 1,294 tons, Capt. K. Katsuramoto, from Keelung, with coal.—Y.K.K.

July 31st.

Changchow, British str., 1,206 tons, Capt. G. Byers, from Hongay, with coal.—B. & S.

Maldis, British str., from Canton.

Mangaugo British str., 1,356 tons, Capt. H. Dockwery, from Shanghai, with a general cargo.—J. M. & Co.

Mayuna Maru, Japanese str., 3,589 tons, Capt. M. Tsibaki, from Shanghai, with a general cargo.—O.S.K.

Mok Cantou, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.

Kaifong, British str., 987 tons, Capt. J. D. Milne, from Pakhoi, with a general cargo.—B. & S.

Loongsang, British str., 1,005 tons, Capt. P. R. Guy Canning, from Manila, with a general cargo.—J. M. & Co.

Mingsang, British str., 589 tons, Capt. P. Jowitt, from Haiphong, with a general cargo.—J. M. & Co.

Namsang, British str., 2,091 tons, from Singapore, with a general cargo.—J. M. & Co.

Prosper, Norwegian str., from Canton.

Providence, Norwegian str., 639 tons, Capt. U. Ulf, from Darien, with a general cargo.—Kwong Mow Tai.

Szechuen, British str., from Canton.

Thesens, British str., 4,295 tons, Capt. F. H. Towell, from Singapore, with a general cargo.—B. & S.

Van Overstraten, Dutch str., 2,831 tons, Capt. J. J. Clarsen, from Singapore, with a general cargo.—J. C. J. L.

CLEARANCES.

July 31st.

Hangsang, for Canton.
Hydrangea, for Swatow.
Indigirka, for Canton.
Java, for Shanghai.
Koren Maru, for Keelung.
President Grant, for Manila.
Prometheus, for Swatow.
Providence, for Canton.
Szechuen, for Shanghai.
Thesens, for Shanghai.
Victoria, for Sandakan.

PASSENGERS.

DEPARTURES.

Per P. & O. s.s. *Kashgar*, on July 29th: Mme. S. Brand, Mr. and Mrs. T. Butler, Miss V. Boerter, Lady Fraser, Miss Fraser, Miss Moosa, Mr. J. N. Cameron, Mr. G. M. Heaphy, Mrs. H. Zimmerman, Capt. and Mrs. N. E. C. Kynaston, Mr. and Mrs. Hendriks, Mr. R. Straight, Mr. H. de Gray, Mr. T. Slater, Mr. A. Bang, Mr. and Mrs. Watkins, Dr. E. Robin, Mr. P. S. Mistry, Rev. C. Stedeford, Mr. Moonshi, Mr. S. M. Vane, Miss H. G. Hewat, Miss Twitchett, Miss Taylor, Mr. J. Lush, Mr. W. H. Richards, Insp. J. Watt, Mr. J. G. Davies.

SHIPPING NOTES.

A Canadian paper states that the C.P.R. liner *Empress of Japan*, which opened the All Red Western route to the Far East in 1891, has been sold to an Indian Prince for conversion into the biggest private steam yacht in the world. The identity of the purchaser is not disclosed. The *Empress of Japan* is at present in Vancouver.

The Osaka Court of Appeal has given judgment confirming the decision of the Kobe Chihosaibanshu, ordering the Nippon Kisen Kabushiki Kaisha, of Kobe, to pay to the Federal Steam Navigation Co., Ltd., of London, the sum of Y.2,800,000 with interest. The claim arose out of contracts for the sale and purchase of steamers for war purposes of the Allies, and the case created great interest as the money belonged to His Britannic Majesty's Government, which had advanced it to the Federal Steam Navigation Co., Ltd., for the purpose of financing the contracts.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* left Vancouver for Hongkong *viâ* Japan ports, Shanghai and Manila on July 28th, and is due here on August 18th.

The R.M.S. *Empress of Canada* arrived at Shanghai on July 30th, at 2.30 p.m., left Sunday mid-night, and is due at Kobe on August 1st, at 6 p.m.

The E. & A. Co.'s s.s. *Eastern* left Manila for this port on July 30th, with the outward Australian mails, and is due here to-day at 6 p.m.

The s.s. *Eumaeus* (Blue Funnel) for Boston and New York, left Shanghai on July 29th, for this port *viâ* Keelung.

VESSELS EXPECTED.

Ajax (Blue Funnel), due September 4th.
Atsuta Maru (N.Y.K.), due August 1st.
City of Lincoln (Bank Line), due August 15th.
Devanha (P. & O.), due August 2nd, 1 p.m.
Empress of Russia, due August 3rd.
Gregory Apcar (B.I. Apcar Line), due August 4th.
Haruna Maru (N.Y.K.), due August 3rd.
Hector (Blue Funnel), due August 17th.
Ixion (Blue Funnel), due August 13th.
Laomedon (Blue Funnel), due August 28th.
Presidents Lincoln (P.M.), due August 9th
Sanuki Maru (N.Y.K.), due August 1st.
St. Albans (E. & A.), due August 1st.
Takada (B.I.), due August 13th.
Tango Maru (N.Y.K.), due August 17th.
Teiresias (Blue Funnel), due August 16th.
Titan (Blue Funnel), due August 9th.
Toba Maru (N.Y.K.), due August 1st.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory July 31st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.56	29.59	29.56
Temperature	85	80	86
Humidity	77	83	70
Wind Direction	S	E	E
Force	2	1	1
Weather	cq	f	c
Rain	0.82	0.00	0.02

Highest open-air Temperature on 30th ... 86
Lowest open-air Temperature on 31st ... 80

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922. W.L. July 27.	1922. W.L. July 28.
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.50	—2.42	31.6	35.5
Kongmoon, W. River	+14.70	—0.80	5.6	6.4
Linkonghow, N. River	+57.00	—	5.6	5.5
Samshui, N. River	+27.25	—5.00	8.3	9.5
Sheklung, E. River	+15.15	—0.98	2.2	2.6

Engineer-in-Chief.

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WEATHER REPORT.

July 28th, at 19.05—Warning to Hongkong, Coast Ports, &c.:—A typhoon of unknown intensity within 120 miles of Lat. 17 deg. N. Long. 125 deg. E., moving W.N.W.

July 31st, at 10.59—Pressure has increased slightly at Hongkong. It has decreased slightly at other reporting stations.

A depression is shown to the N.E. of Tokio.

A typhoon is approaching N. Luzon, somewhat rapidly, on a W.N.W. track.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 31st July, 0.02 inch. Total since January 1st, 38.66 inches, against an average of 61.56 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong to Gap Rock	E. winds, moderate to fresh; fine.
Formosa Channel	N.E. winds, freshening.
South coast of China between Hongkong and Lamocks	The same as No. 2.
South coast of China between Hongkong and Hainan	S. or variable winds, moderate.

HONGKONG TIDE TABLE.

From August 1st to 7th, 1922.

Days of Week.	Days of Month.	HIGH WATER. H'kong Standard Time.	Height	LOW WATER. H'kong Standard Time.	Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	1	m 3 46	5 6	m 10 30	2 5
		4 46 a	4 4	9 49 a	2 9
Wed.	2	m 4 46	5 9	0 8 a	2 1
		6 16 a	4 2	10 48 a	3 1
Thur	3	m 5 43	6 3	1 13 a	1 6
		7 40 a	4 1	11 48 a	3 2
Fri	4	m 6 34	6 6	2 9 a	2 1
		8 48 a	4 2		
Sats.	5	m 7 21	6 8	m 0 44	3 1
		9 30 a	4 3	2 37 a	1 0
Sun.	6	m 8 4	7 0	m 1 33	3 0
		10 1 a	4 4	3 10 a	0 8
Mon.	7	m 8 44	7 1	m 2 15	2 8
		10 28 a	4 6	3 42 a	0 8

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LIVERPOOL via MARSEILLES & VALENCIA	Bengal Maru	Jap.	Nippon Yusen Kaisha	Middle of Aug
BOSTON & NEW YORK via SUEZ	Eumaeus	Brit.	The Bank Line, Limited	On 5th Aug.
NEW YORK & BOSTON	Egremont Castle	Brit.	Dodwell & Co., Ltd	About 8th Aug.
NEW YORK & BOSTON	Morish Prince	Brit.	Prince Line	1st Aug.
SAN FRANCISCO	Apus	Am.	Struthers & Barry	On 21st Aug.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 28rd Aug.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 10th Aug.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	About 10th Aug.
VICTORIA, SEATTLE & VANCOUVER via S'HAI, J. PORTS.	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 18th Aug., at 11 a.m.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Manila Maru	Jap.	Osaka Shosen Kaisha	On 5th Aug.
VICTORIA, SEATTLE, & VANCOUVER	Protesilaus	Brit.	Butterfield & Swire	On 2nd Aug.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd	On 10th Aug.
MARSEILLES, LONDON & ANTWERP	Sardinia	Brit.	P. & O.-B. I. & A. L.	On 16th Aug.
MARSEILLES via HAIPHONG, SAIGON, S'PORE &c.	Andre Lebon	Fren.	Messageries Maritimes	About 7th Aug.
MARSEILLES, LDON, ANTWERP via SINGAPORE, &c.	Haruna Maru	Jap.	Nippon Yusen Kaisha	On 4th Aug, at 11 a.m
LONDON, ROTTERDAM & HAMBURG	Glaucus	Brit.	Butterfield & Swire	On 8th Aug,
LONDON, AMSTERDAM & ANTWERP	Mentor	Brit.	Butterfield & Swire	On 8th Aug.
LONDON, ROTTERDAM, ANTWERP & HAMBURG	Glenbeg	Brit.	Jardine, Matheson & Co., Ltd	On 4th Aug.
GENOA, MARSEILLES, LIVERPOOL & HAVRE	Keemun	Brit.	Butterfield & Swire	On 14th Aug.
ROTTERDAM, AMSTERDAM & HAMBURG	Yosma	Dut.	Java-China-Japan-Lijn	On 22nd Aug.
HAVRE, LONDON, ANTWERP & HAMBURG	City of Cambridge	Brit.	The Bank Line, Ltd.	On 3rd Aug.
BOMBAY, MARSEILLES, LONDON & ANTWERP	Macedonia	Brit.	P. & O.-B. I. & A. L.	On 27th Sept., 4 p.m.
BOMBAY via SINGAPORE & COLOMBO	Akita Maru	Jap.	Nippon Yusen Kaisha	On 10th Aug.
STRAITS & CALCUTTA	Laisang	Brit.	Jardines, Matheson & Co., Ltd.	On 19th Aug., 3 p.m.
SINGAPORE & BELAWAN-DELI	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 7th Aug.
BRINDISI, VENICE & TRIESTE	Tracia	Brit.	Dodwell & Co., Ltd.	About 5th Sept.
BANGKOK via SWATOW	Kwaisang	Brit	Jardine, Matheson & Co., Ltd.	On 1st Aug, at Noon
HOIHOW, PAKHOI & HAIPHONG	Kaifong	Brit.	Butterfield & Swire	On 3rd Aug, at P.L.
HAIPHONG via HOIHOW & PAKHOI	Hozui Maru	Jap.	Yamashita Kisen Kaisha	About 4th Aug.
KEELUNG via SWATOW & AMOY	Taikwa Maru	Jap	Yamashita Kisen Kaisha	About 4th Aug.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Aug, at Noon.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap	Nippon Yusen Kaisha	On 15th Aug., at 11 a.m.
AUSTRALIAN PORTS	St. Albans	Brit.	P. & O.-B. I. & A. L.	On 4th Aug.
SHANGHAI via SWATOW	Tungshing	Brit.	Jardine, Matheson & Co., Ltd.	On 6th Aug., at Noon.
SHANGHAI, KOBE & YOKOHAMA	Atsuta Maru	Jap.	Nippon Yusen Kaisha	On 3rd Aug., 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	Cordillere	Fren.	Messageries Maritime	About 4th Aug.
SHANGHAI	Sicilia	Brit.	P. & O.-B. I. & A. L.	On 3rd Aug.
SHANGHAI	Tracia	Brit.	Dodwell & Co., Ltd.	About 19th Aug.
SHANGHAI via SWATOW	Kwongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 4th Aug., at Noon.
JAPAN	Tjibodas	Dut.	Java-China-Japan Lijn	About 1st Aug.
SAIGON, BANGKOK & SINGAPORE	Kishu Maru	Jap.	Osaka Shosen Kaisha	On 1st Aug.
BATAVIA via BANKA	Tjitakoem	Dut.	Java-China-Japan Lijn	About 2nd Aug.
SWATOW & BANGKOK	Kiangsu	Brit	Butterfield & Swire	On 1st Aug. at 2 p.m.
SWATOW AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 8th Aug., at 1 p.m.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 4th Aug., at 1 p.m.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 4th Aug., at 3 p.m.
MANILA, SINGAPORE, BATAVIA, SAMABURG, &c.	Bearport	Am.	Struthers & Barry	On 12th Aug.
WEIHAIWEI, CHEFOO & TIENTSIN	Kueichow	Brit.	Butterfield & Swire	On 8th Aug., 2 p.m.

CANADIAN PACIFIC
STEAMSHIPS LIMITED

HOME VA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

	From Hongkong	Arrive Vancouver		From Canada	Due England
Empress Russia	Aug. 10	Aug. 28	Empress France	Sept. 5	Sept. 12
Empress Australia	Aug. 24	Sept. 11	Empress Scotland	Sept. 19	Sept. 26
Empress Asia	Sept. 7	Sept. 25	Empress France	Oct. 3	Oct. 10
Empress Canada	Sept. 21	Oct. 9	Empress Scotland	Oct. 17	Oct. 24
Empress Russia	Oct. 5	Oct. 23	Empress France	Oct. 31	Nov. 6
Empress Australia	Oct. 19	Nov. 6	Empress Scotland	Nov. 14	Nov. 21
Empress Asia	Nov. 2	Nov. 20	Empress France	Nov. 28	Dec. 5

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Special train Vancouver to Chicago leaves immediately after ship's arrival.
Standard Sleeping Cars, Compartments & Drawing Rooms.

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CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address: CACANPAC.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada
KAGA MARU (Calling Keelung) ... ... Friday, 18th Aug., at 11 a.m.
IYO MARU (Nagasaki direct) ... ... Saturday, 16th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
HARUNA MARU ... ... Friday, 4th August, at 11 a.m.
KAMO MARU ... ... Friday, 18th August, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.
LIMA MARU ... ... Beginning of September.

LIVERPOOL via MARSEILLES.
BENGAL MARU ... ... Middle of August.

SYDNEY & MELBOURNE via Manila, &c.
AKI MARU ... ... Tuesday, 15th Aug., at 11 a.m.
TANGO MARU ... ... Tuesday, 19th Sept., at 11 a.m.

NEW YORK, VIA PANAMA.
TOBA MARU ... ... Tuesday, 1st August.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.
AKITA MARU ... ... Thursday, 10th August

CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ... ... Sunday, 6th August.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... ... Friday, 18th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
SANUKI MARU ... ... Wednesday, 2nd August
ATSUTA MARU ... ... Wednesday, 2nd August.
KASHIMA MARU ... ... Thursday, 17th Aug., at 11 a.m.

For further information apply to—
Telephone Nos. 292 & 293.
NIPPON YUSEN KAISHA
K. H. KAMEI, Manager.

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP
"VAN OVERSTRATEN"
will be despatched to
SINGAPORE & BELAWAN-DELI Direct.
7th August.
1st Class Fare to Singapore:—$100.
This vessel offers excellent cabin accommodation for saloon passengers
Single and double cabins.
Wireless Telegraphy.
For Freight and passage apply to:—
JAVA-CHINA-JAPAN-LYN
Telephone No. 1574. Agents.

CHINA MAIL S.S. CO., LTD.
(Incorporated in U.S.A.)
OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE
FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. $577.07
Maximum Rate U.S.G. $820.50
First Class Accommodation Throughout.

Trans-Pacific Service
HONGKONG TO SAN FRANCISCO
via Shanghai, Nagasaki, Yokohama and Honolulu.
S.S. "NANKING" August 10th. S.S. "CHINA" Sept. 16th. S.S. "NILE" Sept. 29th.

Java Service
HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.
S.S. "ARMANESTAN" On or about Aug. 5th. S.S. "GORJISTAN" On or about Aug. 22nd.

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transhipment at San Francisco by weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.
PRINCE'S BUILDING, ICE HOUSE STREET,
TELEPHONES: PASSENGER DEPT., No. 1934. TEL.: FREIGHT DEPT. & AGENT, No. 2161.
CABLE ADD: "CHIMAIL." [34

STRUTHERS & BARRY.
MANAGING AGENTS:—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.
"Apus" ... ... Due Hongkong 10th Aug.
Leave Hongkong 21st Aug.
West Ivan" ... ... Due Hongkong 1st Sept.
Leaves Hongkong 3rd Sept.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.
"Bearport" ... ... Due Hongkong 11th Aug.
Leaves Hongkong 12th Aug.
"Dewey"... ... ... Due Hongkong 1st Sept.
Leaves Hongkong 2nd Sept.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO
STRUTHERS AND BARRY,
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
1st Floor, Powell's Building, Phone No. 3008.
G. P. BRADFORD, Res. Agent.

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Trial bottle either remedy 8d. leading Chemists or Vetarzo Remedies Co., Gorpel Oak, N. W. 5, London.

HALF A CENTURY REPUTATION.
DR. LECLERC'S PILLS FOR THE LIVER AND KIDNEYS
INVALUABLE FOR DISEASES of these IMPORTANT ORGANS, GRAVEL, BACKACHE, GOUT, RHEUMATISM
Patent Sz., leading Chemists or Post Free Dr. Le Clerc Med. 4 Haverstock Rd. N. W. London.

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With INDEX, Price $7.50.
On sale at the *Hongkong Daily Press*.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

s.s. "CITY OF CAMBRIDGE" ...3rd Aug. ...Havre, London, Antwerp & Hamburg.
s.s. "CITY OF MANCHESTER" ... 26th Aug....Marseilles, London, Antwerp & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to:—

THE BANK LINE, LTD.,
General Agents.

or REISS & Co., CANTON 81

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

JOHAS SS. CO., LTD. AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong

s.s. "EUMAEUS"	...	...	...via Suez Canal	5th August
s.s. "TELEMACHUS"	...	...	...via Suez Canal	19th August.
s.s. "CITY OF BAGDAD"	...	...	...via Suez Canal	25th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. REISS & CO. CANTON. 76

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE"	10,000 ...	On or about 4th Aug.
	"AMAZONE"	11,000 ...	On or about 18th Aug.
	"ANGKOR"	15,000 ...	On or about 1st Sept.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID	"ANDRE LEBON"	22,000 ...	On or about 8th Aug.
	"AMBOISE"	15,000 ...	On or about 22nd Aug.
	"CORDILLERE"	11,000 ...	On or about 5th Sept.

COMMERCIAL LINE

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Queen's Building.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, sleeves and Excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG	Capt. W. C. Passmore	Friday,	4th Aug.,	at 1 p.m.
HAIORING	Capt. J. S. Thomson	Tuesday,	8th Aug.,	at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

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General Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

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KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi

s.s. "TAIKWA MARU" ... ... on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU" ... ... on or about 4th Aug.

For further particulars, please apply to—

S. MITARAI
Agent,
Top Floor, King's Building.
Tel. No. 140.

Branch Office:
No. 27 Bonham Strand, West.
Tel. No. 155.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,702	19th Aug.	S'pore, Penang, Colombo & Bombay
"SARDINIA"	6,580	16th Aug.	Marseilles, London & Antwerp.
"JEYPORE" †	5,318	29th Aug.	do.
"DEVANHA"	8,092	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	8th Nov.	do.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Bombay, Mars., L'don. & A'werp.
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan., 1923	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,682	3rd Aug., 2 p.m.	Calcutta via Singapore & Penang*

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" §	4,900	3rd Aug., 11 a.m.	Manila, Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne. § Calls Sandakan.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"DEVANHA"	8,092	3rd Aug., 4 p.m.	Shanghai, Moji & Kobe.
"SICILIA"	6,702	4th Aug., 4 p.m.	Shanghai only.
"EASTERN"	4,000	3rd Aug.	Kobe & Yokohama.
"GREGORY APCAR"	4,649	6th Aug.	Shanghai & Kobe.
"NOVARA"	6,850	12th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

† Cargo only.

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92, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—Monthly direct service via Singapore and Port Said

"ARGUN MARU" ... Monday, 14th Aug.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE

"CANDA MARU" ... Tuesday, 22nd Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"HONOLULU MARU" ... Tuesday, 8th Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"KISHU MARU" ... Tuesday, 1st Aug

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

"ANNAN MARU" ... Thursday, 3rd Aug.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.

"MANILA MARU" ... Saturday, 5th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... Saturday, 12th Aug.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"ONSHU MARU" ... Sunday, 6th Aug.

"KAIJO MARU" or "AMAKUSA MARU" ... Every Sundays, Noon.

TARAO via SWATOW & AMOY

"SOSHU MARU" ... Thursday, 10th Aug.

Tel. No. 4090. IY. YASAUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "MOOBISH PRINCE" ... ... 1st August.

For Freight or full particulars apply to—

FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 2168.
Telegrams (Furnprince)

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW & BANGKOK	"KIANGSU" ...	On 1st Aug., 2 p.m.
SWATOW, SHANGHAI & TSINGTAO ...	"YINGCHOW" ...	On 1st Aug., noon.
HOIHOW & BANGKOK	"LINAN" ...	On 2nd Aug., 9 a.m.
HOIHOW, PAKHOI & HAIPHONG ...	"KAIFONG" ...	On 3rd Aug., D.L.
AMOY & SHANGHAI	"SUIYANG" ...	On 3rd Aug., 9 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG" ...	On 5th Aug., 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUEICHOW" ...	On 8th Aug., 2 p.m.

☞ SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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(JOHN SWIRE & SONS, Ltd.),
Agents.

TELEPHONE 38.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australian Ports
"CHANGSHA"	2nd August.	7th August.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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Telephone No. 35 (JOHN SWIRE & SONS, LD.), Agent.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE.
TELEPHONE 36.] (JOHN SWIRE & SONS, LD.), Agents. [32

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Freight and Passengers

Fare to European Ports USG $620.50 First Class Throughout.

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SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT LINCOLN" (formerly "HOOSIER STATE")	Aug. 22nd	Sept. 14th.
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE")	Sept. 18th	Oct. 5th.
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE")	Oct. 4th	Oct. 26th

"Sailings and Fares Subject to change without Notice."

HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, RANGOON AND CALCUTTA.

S.S. "LAKE FAULK" ... ... Aug. 2nd, at Noon.

TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, NEW ORLEANS, NEW YORK.

S.S. "HEFFRON" ... ... Aug. 19th.
S.S. "VICTORIOUS" ... ... Aug. 30th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.
AGENTS AT CANTON:—REISS & Co. [35

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "EGREMONT CASTLE" ... sailing on or about 8th August.
s.s. "DACKE CASTLE" ... ... Middle of September.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

s.s. "TRACIA" ... ... sailing on or about 19th August.

FOR BRINDISI, VENICE & TRIESTE

s.s. "TRACIA" ... ... sailing on or about 5th September.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... ... sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Shanghai	*Suiyang* ...	1st August.
Calcutta & Straits	*Sanuki Maru*	1st August.
Straits	*Namsang* ...	1st August.
Straits	*Atsuta Maru* ...	1st August.
Japan	*St. Albans* ...	1st August.
Australia & Manila	*Eastern* ...	1st August.
Shanghai	*Shantung*	2nd August.
Europe, via Suez (Letters & Papers, London 29th June and Parcel Mail 2th June.	*Devanha* ...	2nd August.
Japan and Shanghai	*Haruna Maru* ...	3rd August
Europe via Suez (Letters & Papers London 6th July.)	*Kiangchow*	5th August.
Shanghai	*Rheinland*	5th August.

OUTWARD MAILS.

For	Per	Days		
Amoy	*Van Oosterdam*	Tuesday,	1st,	10.30 A M
Swatow and Bangkok	*Kiangan* ...	Tuesday,	1st,	12.30 P M
Philippine Islands	*Moorish Prince* ...	Tuesday,	1st,	12.30 P M
Saigon	*Kinkin Maru* ...	Tuesday,	1st	3.00 P M
Swatow	*Yingchow* ...	Tuesday,	1st,	3.0 P M
Ningpo	*Chaysang* ...	Tuesday,	1st,	3.0 P M
Fort Bayard	*Shunsheng* ...	Tuesday,	1st,	3.00 P M
Hoihow and Bangkok	*Linan*	Wednesday,	2nd,	8.00 A M
Java and Port Moresby via Batavia ...	*Tjitarum*	Wednesday,	2nd,	10.00 A M
Sandakan	*Hunsang* ...	Wednesday,	2nd	10.30 A M
Swatow and Bangkok	*Kweisang* ...	Wednesday,	2nd,	10.30 A M
Japan, Canada, United States, Central & South America and *EUROPE via VICTORIA, B.C.	*Protesilaus* ...	Wednesday, 2nd, Registration ... Letters ...		3.15 P M 4.00 P M
Hoihow, Pakhoi and Haiphong	*Kaifong*	Wednesday,	2nd	5.00 P M
Hoihow and Haiphong	*Mingsang* ...	Wednesday,	2nd,	5.00 P M
Amoy	*Suiyang*	Thursday,	3rd,	8.00 A M
Philippine Islands, Sandakan Australia & New Zealand, via Thursday Islands —due Thursday Island's 15th Aug. ...	*St. Albans* ...	Thursday, 3rd, Registration ... Letters ...		8.45 A M 9.30 A M
Saigon	*Glymont* ...	Thursday,	3rd,	9.00 A M
Japan	*Namsang* ...	Thursday,	3rd,	11.00 A M
Straits and Calcutta	*Japan* ...	Thursday,	3rd,	12.30 A M
Shanghai, North China and Japan ...	*Devanha*	Thursday,	3rd	2.30 A M
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES—due Marseilles 6th September	*Haruna Maru* ...	Friday, 4th. Registration Letters ...		8.45 A M 9.30 A M
Tientsin	*Chipshing* ...	Friday,	4th,	10.30 A M
Swatow, Amoy and Foochow	*Hai Hong* ...	Friday,	4th,	Noon
Philippine Islands	*Loongsang* ...	Friday,	4th,	2.00 P M
Shanghai and North China	*Sicilia*	Friday,	4th,	2.30 P M
Straits and Egypt	*Memnon*	Saturday,	5th	10.00 A M
Shanghai and North China	*Shantung* ...	Saturday,	5th,	3.00 P M
Straits, Eygpt & *EUROPE via LONDON due London 16 September	*Glaucus*	Monday,	7th,	11.00 A M
Philippine Islands	*Keemun*	Tuesday,	8th,	11.00 A M
Swatow, Amoy and Foochow	*Haiching*	Tuesday,	8th,	Noon
Haiphong, Saigon, *Straits, *Bangkok Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & EUROPE via MARSEILLES —due Marseilles 11th September ...	*Andre Lebon* ...	Tuesday, 8th, Registration Letters ...		11.45 P M 1.30 P M
Wei Hai Wei, Chefoo and Tientsin	*Kweichow*	Tuesday,	8th,	3.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"GLAUCUS"	7TH AUG.	London, Rotterdam & Hamburg.
"JASON"	14TH AUG.	London, Antwerp & Hamburg.
"MENTOR"	21ST AUG.	London Amsterdam & Antwerp.
"THESEUS"	4TH SEPT.	London, Rotterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"MEMNON"	5TH AUG.	Genoa, Liverpool & Glasgow.
"KEEMUN"	14TH AUG	Genoa, Marseilles, Havre & Liverpool.
"NINGCHOW"	7TH SEPT.	Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PROTESILAUS"	2ND AUG.	Victoria, Seattle & Vancouver.
"IXION"	29TH AUG.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"EUMAEUS"	5TH AUG.	via Suez.
"TELEMACHUS"	15TH AUG.	via Suez.

PASSENGER SERVICE

"TEIRESIAS"	17TH AUG.	for Shanghai & Japan.
"MENTOR"	21ST AUG.	for Singapore & London.
"TEIRESIAS"	25TH SEPT.	for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION.

CAPITAL U.S. $1,000,000. SURPLUS U.S. $1,100,000.

Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.

Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling, Francs, Pesos and Local Currency upon application.

Through our correspondents in all parts of the World we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES:
NEW YORK

HEAD OFFICE IN THE FAR EAST:
SHANGHAI

BRANCH OFFICES:
PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG
SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR,
MANAGER.

COMMERCIAL.

OPENING QUOTATIONS.

31st July, 1922

On London.—	
Telegraphic Transfer ...	2/7
Bank Bill, on demand ...	2/7 1/16
Bank Bill, at 30 days sight ...	—
Banks Bills, at 4 months' sight	2/7⅛
Credits, at 4 months' sight ...	2/7⅛
Documentary Bills 4 months' sight	2/8
On Paris.—	
Bank Bills, on demand	695
Credits, 4 months' sight	73)
On New York.—	
Bank Bills, on demand	57⅞
Credits, at 60 days' sight ...	58⅛
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	193½
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	198¼
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	120
On Manila.—On demand	118
On Singapore.—On demand	111
On Batavia.—On demand	150
On Haiphong.—On demand... ...	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	80½
Sovereign, Bank's Buying rate	$ 7.60 n
Gold Leaf 100 fine per tael ...	44
Bar Silver per oz.	35½

Hongkong ...10 cent piece...	9.06	Premium
Hongkong...20 " ...	1.00	Discount
Canton ...20 " ...	20.07	"
Canton ...10 " ...	[illegible]	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital $20,000,000
Reserve Funds—
Sterling $4,500,000
Silver $22,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

G. M. Dodwell Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. E. V. D. Paul
A. M. Bowes Smith, Esq | W. L. Pattenden, Esq.
G. T. M. Perkins, Esq. | H. P. White, Esq.
P. R. Holyoak, Esq.

Chief Manager:
A. G. Stephen, Esq.

Manager: Shanghai—O. H. Stitt, Esq.

London Bankers:
LONDON COUNTY, WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital £2,000,000
Reserve Fund £2,700,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

Established 1824.

A. Capital ...	F.	100,000,000 $3,333,333
Paid-up Capital	F.	80,000,000 $2,666,666
Reserve Fund	F.	18,979,240 $1,561,604
Special Reserve	F.	40,160,000 $3,346,667

Head Office:—Amsterdam.
Branches at
The Hague.—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabaia
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Teluk Betong
Djember	Penang	Tegal
Djokjakarta	Pontianak	Telok Betong
Kobe	Rangoon	Tjilatjap
Kota-Radja	Samarang	Weltevreden
Langsa	Shanghai	

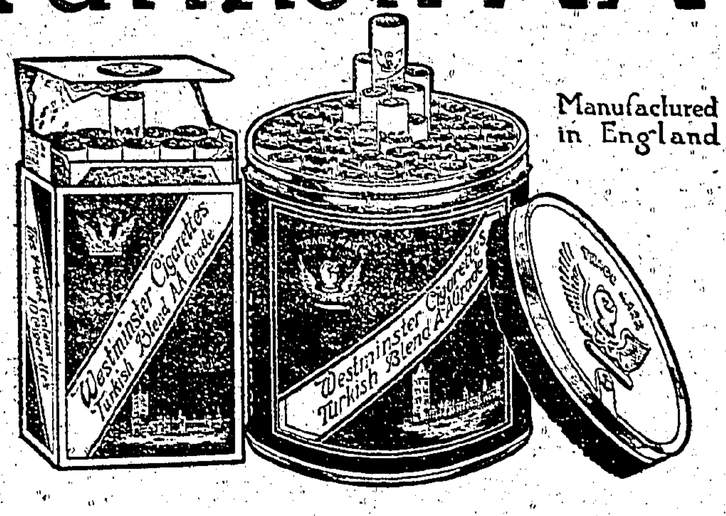
Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP
Agent
Batavia, September 15th, 1921.

"Turkish AA"



Turkish Cigarettes of exceptional quality manufactured from the finest selected tobacco leaves.

Westminster Tobacco Co. Ltd., London

THE MERCANTILE BANK OF INDIA, Limited.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,500,000
Paid-up Capital...	£1,050,000
Reserve Fund	£1,150,000

BANKERS
The Bank of England,
The London Joint City & Midland Bank Ltd.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, January 17th, 1922. [43

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.

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THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,379,800.00
Reserve Funds	8,407,876.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers—The Irving National Bank.

The Equitable Trust Company New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEN FEI
Manager.

Hongkong, September 8th

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital ...	$10,000,000.00
Paid-up Capital ...	5,000,000.00
Reserve Fund ...	200,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman.

Hon. Mr. Chow Shou Son.	
Mr. Li Koon Chan,	Mr. Kan Ying Po,
Mr. Fung Ping Shan,	Mr. Mok Ching Kong,
Mr. P. K. Kwok,	Mr. Wong Yan Tong,
Mr. Kan Chiu Nam.	Mr. Chan Ching Shek,
Mr. Huynh Tai,	Mr. Ng Chang Lak.

Chief Manager ... Mr. Kan Fen Po,
Asst. Manager ... Mr. L. Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 month at the rate of 3 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, March 8th 1922. 78

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)	Yen 100,000,000
Reserve Fund	Yen 81,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien	Nagoya	Shimonoseki
Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Pekin	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen	Saigon	Vladivostok

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA,
Manager.

11th March, 1922. 274

THE BANK OF TAIWAN, Limited.

(Taiwan Ginko)

corporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 11,780,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Kosiung Makung, Nanto, Pinan, Shichishi Taichu, Tainan Takow Tamsui Tohyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy Foochow, Swatow, Canton
OTHERS—Hongkong, Bangkok, Singapore Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London County Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOR
Manager.

Hongkong Branch,
8, Des Voeux Road.
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE, PARIS

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,303.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas Crédit Industriel et Commercial Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., Morgan, J. P. French American Banking Corporation Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 12th, 1921.

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